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HONGKONG, WEDNESDAY

JUNE 15, 1921

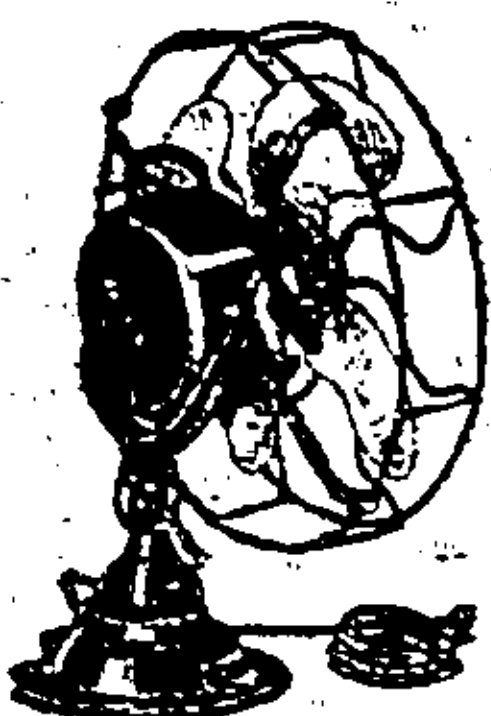
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TO-DAY'S CABLES.

(Reader's Service to the China Mail)

OUR MIDDLE EAST PROBLEMS.

MR. CHURCHILL OUTLINES GOVERNMENT'S PLANS.

A KING FOR MESOPOTAMIA.

LONDON, June 14.
In the House of Commons, Mr. Winston Churchill, introducing a supplementary estimate of £27,197,000 for the Middle East Department of the Colonial Office, said that a conference he held at Cairo with experts from Mesopotamia and Palestine had decided upon immediate reduction of the troops in Mesopotamia from a 33 to a 23 battalion scale and a prospective reduction after October to a twelve battalion scale. This resulted in a saving of £4,879,000 in the Army Estimates. The total expenses of both countries during the present year were £27,500,000. If the arrangements the Government was now making were successful he anticipated that the expenses next year would not exceed nine or ten millions.

OLD ARAB GLORIES AGAIN.

Mr. Churchill announced the Government's intention to replace the existing provisional native government of Mesopotamia with an assembly and an Arab ruler, and the Government had decided to attempt to build up around Bagdad an Arab state which would revive the old glory and culture of the Arab races. In recognition of the services of King Hussein and Emir Feisal during the war it had informed Emir Feisal that no obstacle would be placed in the way of his candidature. Consequently Emir Feisal had already left Mecca for Bagdad. If he were elected he would receive the countenance and support of Great Britain. The cost of the Arab Army would be defrayed from the Mesopotamian revenue, and behind the levies of Kurdish and Assyrian, refugees which were now taking over the outlying stations from the British, would stand at the end of the year twelve British battalions in addition to the air force, which would be increased to eight squadrons next year.

ZIONIST SCHEME ALARMS ARABS.

The problem of Palestine at present was more acute than that of Mesopotamia, though much smaller militarily. The only cause of unrest arose through the Zionist movement and British pledges in this connection. It was impossible to hold out hope of reducing the present garrison of 5,000 which might require slight reinforcement to 7,000. The Jews entered Palestine this year under the Zionist scheme and this immigration had excited and alarmed the Arab population who feared they would be swamped with immigrants from Europe. These were illusions, as no Jews would be brought from Europe beyond those which the country's resources were able to provide for. After paying a tribute to the value of the work of Jewish colonies, Mr. Churchill said that there was no reason why there should not be a steady flow of Jewish immigration.

ARAB FRIENDSHIP ESSENTIAL.

Referring to prevalent disorder in Trans-Jordan and the raids on French territory from that region, Mr. Churchill said that restoration of order had been entrusted to Emir Feisal's brother, Emir Abdulla, who had undertaken to prevent hostile action against the French. Mr. Churchill concluded by declaring that our general policy of co-operation with the Sherifian family was in no way opposed to the interests of France. On the contrary, it was the surest method of securing France from disturbance in Syria by Arab influences. He concluded by emphasising the necessity of England and France pursuing a policy of appeasement and friendship towards the Arabs and Turks if they wished to maintain the position and discharge their responsibilities in the Middle East.

LONDON, June 14.

The supplementary estimate for the Middle East was agreed to by the House of Commons. A motion moved by Mr. Esmond Harcourt for a reduction of £1,000,000 was withdrawn without debate.

AIR NEWS-PAPER

PRESSMEN'S TRIP ON GIANT AIRSHIP.

LONDON, June 14.

A party of pressmen and Scotland Yard men climbed the 120-foot mooring mast at Popham this morning and embarked on the giant commercial airship R36. Altogether there were 60 persons on board, including the crew of 21. In addition to controlling the road traffic to Ascot the purpose of the experiment was to illustrate the facilities available for passengers on the airship. A summary of the day's news was wireless to the editor of the *Airship* and published on board, while the pressmen by wireless communicated with their newspapers. They also parachuted their "copy" down at Croydon.

ANOTHER BIG STRIKE?

ENGINEERS THREATEN NATIONAL STOPPAGE TOMORROW.

WAGES NEGOTIATIONS BREAK DOWN.

LONDON, June 14.

On the eve of the hoped for settlement of the coal stoppage another great industrial dispute seems to be about to break out, negotiations between the Engineering Employers' Federation and the trade union representatives with regard to the proposed wage reduction having broken down. A national stoppage is threatened on Thursday when the employers' notices for reduction of wages operate. Over 1,500,000 men are affected.

RELFEST BROTHERS

POLICE DISPERSE BURN FIRM GUNMEN.

LONDON, June 14.

Fighting in Belfast today was provoked by an attack by Sinn Féin gunmen posted on the roofs on workers crowding the tram cars en route to the Dockyards. A conflict ensued. Traffic was suspended. The police when reinforced dispersed the strikers by firing volleys.

NEW JOB FOR WINSTON

LONDON, June 14.

Mr. Winston Churchill has accepted the chairmanship of the Imperial Communications Committee.

THE DOLLAR.

To-day's closing rate 216 7/8

To-day's opening rate 217 1/8

EUROPEAN RAILS.

Europe via Suez (Letters only London date May 12) "Hong. Rec." June 16.

Europe via Suez (Newspapers only London date May 12) "Takada" June 18.

TRADE MARK CASE.

ALLEGED INFRINGEMENT.

SOLICITOR'S UNUSUAL PLEA.

CHINESE TRADE CUSTOM.

The existence of unusual circumstances was indicated in a case mentioned before Magistrate Lindsell this morning. It was suggested that one of the defendants had absconded but it was found that the warrant had been made out for the wrong address. The defence added a further complication by denying connection with the firm on whose premises flour alleged to infringe a trademark was found.

The defendants were Lau Choi, Choy Lee, and Wong Fat and the complainants, the Yuen Hing Hop of 34, Wing Lok Street.

Mr. H. C. Macnamara, for the complainants, said the defendants were people connected with the Hop Shun firm.

Mr. M. K. Lo: I appear for two of the defendants, and they deny that.

The Magistrate: This is the case in which the manager has disappeared, I believe. Do you deny possession of these bags of flour, Mr. Lo?

Mr. Lo: Yes, we know nothing about it. The prosecution are trying to make out that these two men were partners in the Hop Shun firm, but they know nothing about it.

Mr. Macnamara: But we can prove it by the register at the S.C.A.

Mr. Lo: Registration in the S.C.A. is no evidence of anything. It is a most invaluable and common practice of Chinese firms to get a firm registered in a name other than that of the real proprietor, in case of trouble.

The mere fact that the firm called the Hop Shun is registered at the S.C.A., in the name of a person—unless you can prove that that person in fact, went there and signed it—is no evidence at all. I think that has been ruled in previous cases. The Chinese Ordinance required the name of the householder, not the person who is proprietor of the business. Very often, people make false registrations purposely.

The Magistrate: Is this the only evidence of partnership in the firm?

Mr. Macnamara: I do not go so far as that. I did not know that my friend was going to raise this point, and say "you registered falsely, and on the strength of that, you ask for acquittal."

The Magistrate: He merely said the registration in the S.C.A. is no evidence, and I am inclined to think he is right. There is no law that compels a Chinese householder to register, I think.

Mr. Lo: I think there is. Section 17 compels him to, but the point is, I do not say I myself went and registered falsely; all I say is, merely because you find my name there, that is not enough to say I went there and registered.

Mr. Macnamara: If your Worship is against me on the registration, I should like another adjournment to go into the matter. This is a most unusual line for the defence to take up.

The Magistrate: I think it has been held before that the register in the S.C.A., is worth nothing as legal evidence.

Mr. Macnamara: Has my friend got a case on that?

Mr. Lo said he had not.

The Magistrate: If the role of householder is signed by one of the defendants, it is some evidence.

At this point it was discovered that the warrant was made out with 92 as the subject number and that it should have been 94, Queen's Road West.

The Magistrate: No. 92 was searched and it was reported that the man had absconded. Perhaps the mistake explains that.

The constable who executed the warrant said he took the warrant to No. 92, and that was the Hop Shun firm.

Mr. Macnamara said No. 94 was the right one.

The Magistrate said that the warrant had better be taken to No. 94, and enquiry made there.

The hearing was adjourned for a week.

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The China Mail.

PUBLISHED WEEKLY

HONGKONG, WEDNESDAY, JUNE 15, 1921.

IMPERIAL SHIPPING.

From the Stationery Office for three months may be got the report of the Imperial Shipping Committee, Cmd. 1206. The first thing you will notice is the difference between the minute of appointment, or the reference, and the descriptive title. The Imperial Shipping Committee was appointed to investigate all matters relating to imperial communications, "with special reference to the size and type of ships, and the capacities of harbours." More explicitly its functions were to investigate complaints with regard to freights, facilities, and conditions, and to make recommendations for the co-ordination and improvement of such facilities, with regard to the type, size, and speed of ships, depth of water in docks and channels, construction of harbours, etc. Looking only at the title, the report deals with "the limitation of shipowners' liability by clauses in Bills of Lading, and on certain other matters relating to Bills of Lading." It is as if a convention of bishops had undertaken to discuss the influence of the Holy Spirit on Politics, and produced a report on the salaries of the clergy. However, examination of the text gives a better impression than the title, which should have been the *Sharking of Shipowners' Liabilities*. For the Government is urged to follow other Governments in making small and void the stipulations shipowners have been inserting in contracts to carry. Chambers of Commerce everywhere have passed resolutions about it, and the protection of shippers against shipowners is the idea. The spread of pilferage

had made the need more apparent. Bills of Lading should be framed "on more equitable lines." The idea is uniformity of law throughout the Empire as regards shipowners' responsibilities. A United States Act, known as the Harter Act, is cited as a desirable model. It appears that since about 1880 shipowners have been "contracting out" of their liabilities under the Common Law, by clauses in their Bills of Lading. The shippers consent to navigation risks, as covered by insurance, but object to the shipowners evading carriers' risks. Where shipowners enjoy a virtual monopoly, they are able to impose their own terms, and the shipper has no real freedom of contract. The Imperial Committee decides that there is a *prima facie* case for the legislation asked for by the shippers. The contracting carrier ought to be responsible for the negligence of his servants. Pilferage cannot be covered by insurance since the underwriters have refused to accept more than 75 percent. of it. They did this (1) to make shippers pack more carefully, and (2) to make shipowners supervise their servants more effectively. The Committee does not believe that such legislation would help foreign competition. Our chief competitors have similar laws, i.e., forbidding "contracting out." On commercial grounds they believe the legislation desirable. As to imperial uniformity, they consider the advantages manifest, and "attach much weight" to it. They finally recommend the Canadian Water Carriage of Goods Act of 1910 as the model for the uniform imperial law, subject to three provisions which will be found in the abstract printed elsewhere in this issue. The Committee say that "the prevalence of the demand for uniformity is due to the fact that Bills of Lading have been varied by shipowners without adequate notice and consultation with shippers in the various parts of the Empire."

SPECIAL CABLE

DUTCH INDIES DEFENCE.

COMMISSION'S REPORT.

A 12 YEAR PROGRAMME.

[China Mail Special.]

SINGAPORE, June 15. An Aneta message states that the Dutch India Defence Commission's final report states that the Indies must within six years build two cruisers, 16 submarines, twelve destroyers, two submarine mine-layers, four fleet ships, five mother ships, and auxiliary ships, an air fleet of 72 reconnoitering machines, 18 chasing machines, and 18 bombing planes. The fuller building programme extends to twelve years.

PICKPOCKETS' TRICK.

MONEY HIDDEN IN KNEE JOINT.

JUMPED INTO HARBOUR TO ELUDE PURSUIT.

Charged before Magistrate Orme this morning with having picked the pocket of another Chinese and stolen \$15 in money, a Chinese said that he found the money in the street. The complainant said that he was walking along Connaught Road West yesterday afternoon. He felt a tap on his left breast pocket, and finding this money missing, turned round to see the defendant squatting on the roadside a couple of paces behind him. Suspecting the man, he pulled him to his feet. The money dropped from under the defendant's left knee joint. He then seized the defendant by his coat, but he latter slipped out of it, and was about to run away when the witness caught him by the girl. The defendant dragged the witness to the edge of the Prava wall and when the witness let go, jumped into the harbour. The alarm was raised. After a long search, a detective found the defendant hanging on to an anchor chain at the stern of a junk. The Magistrate passed sentence of three months' hard labour.

LOCAL AND GENERAL.

A Chinese walking in Pokfulam Road yesterday afternoon was struck by a bamboo pole which fell from the second floor of a house. He was removed to the Government Civil Hospital for treatment.

Three Chinese died from small pox yesterday, two from plague, and one from paratyphoid fever. A non-fatal case of cerebro spinal fever, Chinese, and two of enteric fever, one Indian and the other Chinese, were also notified.

Some excitement was created on a Star Ferry boat travelling from Hongkong to Kowloon yesterday when a Chinese jumped overboard in midstream. He was rescued by a coxswain of the first boat which happened to be in the vicinity and was taken to hospital.

Last night Harry Whitehead was arrested by the police for being drunk and incapable in Wanchai Road. He was released on bail of \$5, but failed to appear before Magistrate Orme this morning when his case was called. Bail was therefore estreated.

A foreigner residing at the Shanghai Motor House who has been in the habit of appearing at the Chartered Bank and creating a disturbance almost daily recently was taken to the mental ward by the police on Monday, Dr. Bryson having certified that his mind is unbalanced.

The unveiling of the monument to the seven Tokyo boys who were killed in the war which has been erected in the grounds of the British Embassy, took place on May 24. The monument is described as a simple shaft of hard Japanese slate, rough-hewn at the back, with a polished space in front for the inscription.

Shortly to leave the Colony after a residence here of 30 years is Mr. Evan Ormiston who has for some time been connected with the bill and bullion broking firm of Messrs Stewart Bros. Mr. Ormiston, who was for many years manager of the local branch of the Mercantile Bank of India Ltd., has filled the position of Worshipful Master of the Victoria Lodge of Freemasons and Chairman of the Hongkong Club.

There have been further developments in connection with the day light robbery at Humphrey's Building on June 12, when four armed men entered one of the flats and robbed the amah and houseboy of a couple of gold rings. It is now thought that the robbery may have been instigated by an amah who left service at the flat on May 31 after a quarrel with the present amah whom she is alleged to have threatened harm. Meanwhile, the house boy, who is suspected of complicity in the robbery, is being detained.

THIRD LIFE

CHINESE GUN TWICE

ATTEMPT SUICIDE.

WOUND RAN IN CELL.

An attempt to poison herself with opium having proved unsuccessful, a Chinese girl made a second attempt on her own life yesterday in a Police Station cell where she had been placed pending her appearance before Magistrate Orme today to answer a charge of attempt suicide. When her cell was entered at 7 o'clock this morning, she was found hanging by a piece of her clothing from the cell window. She was immediately cut down and taken to the hospital where up to 10 o'clock she was still unconscious. When she was called in Court, Inspector Pleton produced a medical certificate certifying that the girl was avert from the effects of strangulation and would not be able to appear in Court for three or four days more "live by then."

RUSSIAN CERETTE COMPANY.

OPENING ON JUNE 23.

It is expected that the remaining members of the Russian Light Opera and Operette Company will arrive here from Shanghai by the s.s. "Empress of Russia" on June 17 or 18 next. They have been invited to play at Macao and a view of the fact that another Russian Company has booked the theatre they will go to Macao on June 19 for a four nights' season. Their Hongkong performances will begin on June 23 with "The Merry Widow." Thereafter the programme is: Friday, "The Merry Widow," Saturday, "Gypsy Love," Monday, "The Count of Arrembourg," Tuesday, "The Doll Princess," Wednesday, farewell, "The Geisha" and pot-pourri.

Booking has again opened at Montre's and double the Company will find that the unfortunate combination of circumstances to which they have been subjected has not lessened in the slightest the keen anticipation with which their opening performance is awaited.

ST. ANDREW CHURCH.

PRESENTATION OF MAJOR AND MRS. WAINLEY.

Major A. T. Wainley and Mrs. Wainley, two valued members of the congregation at St. Andrew's Church, Kowloon, who are shortly leaving the Colony were made the recipients of a handsome presentation yesterday from the congregation and Sunday School. The gifts consisted of a handsome blackwood writing table and chair for Major Wainley and a dressing table set of brushes etc. for Mrs. Wainley from the congregation, while the children of the Sunday School presented them both with a handsomely carved ivory Chinese set of chess.

The Vicar (Rev. R. Lindsay) in making the presentation eulogised the excellent work done by Major Wainley, as Sunday School Superintendent and vestryman, and voiced the appreciation of the congregation and Sunday School children of what both the Major and Mrs. Wainley had done for the Church. Major Wainley suitably responded expressing his gratitude for the kindly welcome extended at St. Andrew's to his wife and himself when they first came to the Colony.

Among those present were Sir Paul Chater, C.M.G., Mr. R. Packham, Mr. W. G. Simpson, Mr. A. W. Smith, Mr. A. E. Farrell and Mr. T. Arnold. Previous to the meeting, a photograph of the Sunday School children was taken in the Church enclosure.

HOTEL MANSONS SOLD.

PRICE \$120,000.

UNION INSURANCE SOCIETY'S PURCHASE.

All rumours regarding the sale of Hotel Mansions will be put at rest by the announcement today that the Union Insurance Society of Canton Ltd. has purchased the property from the Hongkong Hotel Co. Ltd. for \$120,000. It is understood that the Union Insurance Society made the purchase in order to secure further accommodation owing to the growth of its business.

In an article in the *Revue des Deux Mondes*, Mr. Louis Batiffol, an accepted authority, claims to have proved that the famous "Memoirs of Cardinal Richelieu," which had always been accepted as an accurate chronicle of the reign of Louis XIII., were written not by the cardinal, but (long after his death) by some obscure pamphleteer.

TROUBLE AT SEA.

ALLEGED CONSPIRACY.

PROSECUTION CLOSED.

Evidence for the Crown was concluded before Magistrate Lindsay at the Magistrate's yesterday afternoon, in the case in which nine Chinese passengers and one Chinese member of the crew of the J.C.L.L. "Tjikembang," are charged with having been concerned in a conspiracy to revolt against the authority of Captain Bourman, while the vessel was on the high seas between Java and Hongkong.

Mr. G. H. Wakeman, Crown Solicitor, prosecuted. Mr. M. K. Lo and Mr. Leo d'Almada appeared each for five of the defendants. Mr. N. C. Macnamara watched the proceedings on behalf of the Java-China-Japan Lijn, owners of the ship.

Evidence of the ship's officers was continued with regard to the disturbance on the ship between June 3 and 5.

Mr. Van and performed the duties of Dutch interpreter. Gerardus Hendricus Koehler, third engineer on the "Tjikembang," drew a quaint picture of the No. 1 boy, Lai Sang, running to and fro amongst the Chinese passengers, with his coat rolled up, and exhibiting a little scratch on his stomach. The Captain was trying to get hold of the boy and the passengers were "trying to rub us out." The seventh "fugitive" was one of the leaders. It was impossible to tell the people anything; they were shouting and yelling so.

In reply to Mr. Lo, the witness said the people were trying to pass him and other officers in order to get at the Captain. As it was a narrow gangway the three of them were able to stop the crowd. The passengers spoke some English as well as Chinese. In his experience Chinese from America liked to "air" their English.

George Alexander Allan, first wireless officer on the "Tjikembang," heard a disturbance and saw the Captain rush past the wireless station, with his revolver in his hand. Witness followed and found several of the ship's officers in the midst of a crowd of excited passengers. He helped to try and explain to the passengers that it was the Captain's business to administer discipline. Witness interrupted the boy, Lai Sang, who was exhibiting a slight scratch on his side. The Captain apparently wanted to take the boy upstairs, and the people then shouted: "We don't care for anybody or anything; we want the cook, we will kill him, and we will kill everyone who fights against our people." He could pick out, for certain, two who said this.

Mr. Wakeman: What did you think of the situation? Witness: I thought it an enormous in the extreme, at that moment. Questioned by Mr. d'Almada as to the purpose of the wireless message sent to Hongkong by the Captain, the witness said that he was not at liberty to divulge messages without the Captain's permission. He explained that he was working under a Dutch contract, and not a British one, and it was against the rules for him to speak about the message.

The Magistrate said that that made no difference, as wireless messages were not privileged in a British Court of law.

The witness then quoted the message as already given in an earlier report of the proceedings. Hendricus Johannes van Grol, fifth engineer, gave an account of the disturbances. He heard the crowd demand that the cooks should be handed over to them by eight o'clock that they might "hang them and throw them overboard."

Mr. Graham Perdue, assistant superintendent of police, gave evidence as to an "identification parade" of the men before the Court, and Sub-Inspector Spear spoke to arresting them.

Mr. Wakeman said he had no further evidence; he took it the defence could not be called upon until the requisition for extradition was received.

Mr. Lo thought it would be convenient to make submissions for the defence, without waiting for the requisition, but also without waiving the objection, already raised, to the case being heard in the absence of this requisition. He and Mr. d'Almada hoped to satisfy the Court that the evidence heard amounted to very little, that no extrajudicial crime had been proved, and that an exaggerated view of the case had been taken by the officers of the ship.

The Magistrate: Very well, you want to argue that I.

Mr. Lo: Yes, but not now. We would like you to fix a day when we have had time to go through the evidence in detail.

Mr. d'Almada commented on the fact that the Japanese cook, about whom all the trouble arose, had not been called, although he understood the man was outside the Court.

Mr. Wakeman said he did not consider it necessary to call the man.

MURDER MYSTERY.

SOME CLUES.

SUGGESTIONS BY OUR SATURDAY CONTRIBUTOR.

Many people seem to think that because Conan Doyle was clever enough to write the Sherlock Holmes stories he must be an especially valuable witness on spiritualism and spookery, to say nothing of fairies. Such will probably agree that the brain capable of producing *Adversarius* ought to be valuable in detective work. For their sakes, and their's only, we sent a reporter to hunt up *Adversarius*, and get his ideas about the Japanese murder mystery. He found him busy over a bowl of chop-suei, in a Chinese eating-house near Wanchai Market, and immediately he spoke of the murder, the old man barked at him: "Certainly not. I had nothing to do with it."

As soon as he understood that the editor wanted him to take up the case, and further establish the fame of the *China Mail* as the most enterprising newspaper in the Far East, his face clouded over. He appeared to reflect.

Presently he began to talk, more to himself than to the reporter. No, I think not. It would not do here. In America, or by the London *Daily Mail*, that sort of thing may work. It would not here. Even the readers would be worried by it. The paper might offer a reward—and by, when the local detectives have decided that there is nothing more to be done. By the way, what are they doing? Young man! What have the police done so far? Our reporter said he didn't know. The old man snorted.

And you a reporter! Well, I suppose they will have asked poor Ishitsuka's widow and son plenty of questions. Sure to. But did they ask the right ones? The newspapers talk, I see, of armed robbers. Most unlikely theory of all, that. What would armed robbers expect to get at a mortuary from a poor man? Ishitsuka was a poor man. Was formerly a soldier in Taiwan—what you call Formosa—and came here and started a lodging house. The World War, checking travel, killed that business for him. He took the job at the "burn house" so as to earn a living and pay off his debts. Had paid them off, I hear. H'm. H'm. May wipe out the armed robber theory.

Young man! (The reporter, rapidly taking notes in shorthand, nodded without looking up.) Tell your editor that some weeks ago Ishitsuka spoke of some Japanese he regarded as "dangerous," who had then arrived or were about to arrive from Singapore. That might be a clue.

Why were they dangerous, Sir? How should I know. They might be revengeful soldiers, bent on punishing a man who had been a bit of a martinet. Or they might have been cocaine smugglers. If the five or six men seen by the boy wore Japanese head cloths, masks or veils. H'm, let me think. The revenge theory is not a good one. Japanese soldiers are not like that. They would know he was only doing his duty, even if he was strict with them. I should try the cocaine or morphia clue, tell your editor. He might also try photographing the dead man's eyes, to get the image of the murderers.

The reporter looked hard at the old man, to see if he were joking about such a solemn subject, but he seemed quite serious. It was then that the reporter came to the conclusion that he was unlikely to be of material assistance in catching the murderers. Probably the detectives who have the case in hand will agree.

ST. STEPHEN'S COLLEGE.

A \$2,000 SCHOLARSHIP.

MR. MOK KONG SANG'S GIFT.

At a recent meeting of the St. Stephen's College Council it was announced that Mr. Mok Kong Sang had offered through the Hon. Chan Siu Ki, a member of the Council, to present to the College the sum of \$2,000 to establish a scholarship for the reduction of school fees for students of narrow means preparing for entrance to the University of Hongkong.

The College Council accepted the generous gift, and directed that the scholarship should be called after the name of the donor "The Mok Kong Sang Scholarship."

This gift is but one among several liberal donations which have been given by Mr. Mok in aid of education in the Colony.

His evidence would have no bearing on the question of "revolt."

The case was adjourned until June 22.

BABY'S BANGLE STOLEN.

STIFF SENTENCE FOR STREET SNATCHER.

JAIL, BARGE, AND STOCKS.

Convicted by Magistrate Lindsay of a charge of snatching a gold mounted, rattan bangle from the wrist of a baby hung to its grandmother's back, a Chinese, was this morning sentenced to twelve months' hard labour, twelve strokes of the birch, and four hours' stocks. The offence was committed in Graham Street yesterday afternoon.

HAT SNATCHER JAILED. A Chinese was this morning charged before Magistrate Orme with having snatched a Panama hat from a Filipino in Wanchai at 11.30 p.m., yesterday.

The complainant said that he was waiting for a tram car when the defendant snatched his hat. When chased the defendant dropped the hat and ran up the staircase of a house.

The defendant said that he had been visiting a friend on the second floor of the house and was coming downstairs when he was arrested. He did not know what for.

A Chinese detective said that he took the defendant to the third floor of the house, but no one there knew him.

The Magistrate passed sentence of three months' hard labour.

LOOTING AT ICHANG.

SOLDIERS BREAK LOOSE.

LOSSES ESTIMATED AT \$12,000,000.

The rioters who pillaged and burnt the larger part of the city of Ichang are the soldiers of the 21st Brigade, who were given orders on June 4 to be transferred to Haining from Ichang. They had all embarked by day, but at night, at about half past ten, they stole out of the boat and commenced their atrocities, setting fire to several quarters and looting indiscriminately all over the city. About two-thirds of the rioters who returned to the boat before daylight the next day, changed their pre-arranged destination, and went down to Wuchang where Tschun Wang Chan-yung permitted them to land under strict surveillance, accommodating them at the Hankow barracks. It is learnt that they are shortly to be disbanded.

A Hankow message states that it is estimated that the total losses amount to no less than \$12,000,000. The Hupoh authorities have remitted \$50,000 to Ichang to aid the sufferers.

A telegram from Peking reports that the Diplomatic Body has met to discuss the matter and it was decided to ask the Hankow Consular Body to send two representatives to Ichang to investigate foreign losses. One of the Ministers is reported to have urged that since the Chinese Government was unable to protect foreign interests in Ichang, steps should be taken by the Diplomatic Body to do so, but the Doyen is reported as saying that representations will be made to the Peking authorities when the proper time comes.

Messrs. Jardine, Matheson & Co. also received telegraphic information that looting, burning and shooting were going on at Wuchang. The extent of the damage, those responsible for it, and who were the particular sufferers were not indicated. The Mint was robbed and burned.

Among the places pillaged and wrecked at Ichang were the Robert Dollar Co., Arnold Bros. & Co., the Bank of China, the Japanese Consulate, the Customs House and others.

WHY.

ARE ALCOHOLIC BEVERAGES CALLED "BOOZE"?

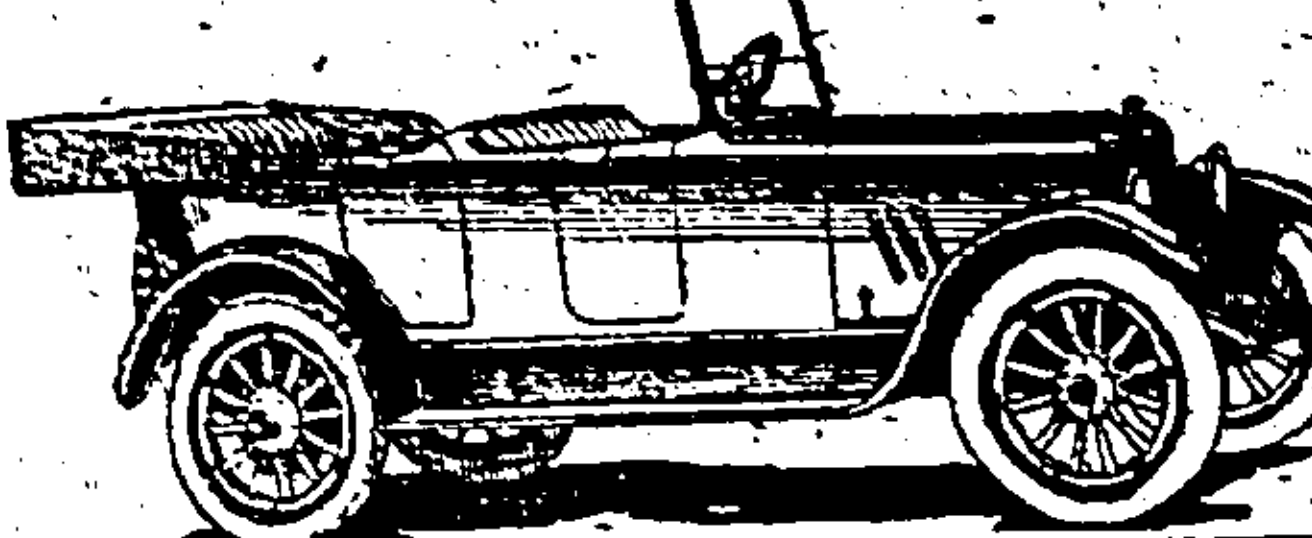
While apparently one of the outgrowths of modern slang "booze" has a pedigree which antedates the pyramids—an ancestry which would seem to insure for it a life far beyond the historic moment when the enactment of the Eighteenth Amendment relegated the product itself to the land of memory.

As far back as the days of Joseph, the drink known as *boozeh* or *boozeh* was a favourite with the loafers whose craft piled the long reaches of the Nile. History throws but little light upon its origin, but it appears to have been imported from Nubia, and is mentioned by Herodotus and other early writers as a species of beer with a fairly high alcoholic content. The preparation of this beverage was simple in the extreme, a fact that was doubtless responsible for at least a portion of its popularity.

Barley-bread was crumbled, mixed with water, strained and allowed to ferment; and the statements made by Herodotus have been confirmed by the finding, in some of the ancient tombs at Thebes, of jars which contained the "dregs" but still distinguishable remains of this primitive barley-beer.

It is hardly probable that the word "booze" permeated through the centuries, which have elapsed since *boozeh* was popular in Egypt; its introduction into the current language being impossible to college students who, stumbling across the term in the course of their researches, applied it to moderns in general.

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FAR EASTERN SHIPPING.

THE OUTLOOK REVIEWED.

EFFECT OF U. S. COMPETITION

INDO-CHINA S. N. COMPANY'S ANNUAL MEETING.

An interesting review of the Far Eastern shipping trade and the effect upon it of American competition was contained in the chairman's speech at the forty-first annual meeting of Indo-China Steam Navigation Company Ltd. which took place at the offices of the general managers, Messrs. Jardine Matheson & Co. Ltd. at noon today.

Mr. D. G. M. Bernard presided and there were present: the Hon. Sir C. P. Chater C.M.G., the Hon. Mr. A. O. Lang and Mr. H. P. White (directors), and the following shareholders: Messrs. H. De C. Longmire, Ho Leung, R. Sutherland, E. A. M. Williams, Yuan Hang Kiu, U. Rumb, S. E. da Luz, Ho Shai Kiu, Lo Man Hin, A. M. da Silva, Hon. Ho Fook, Lo Chung Sau, H. Birkett, Ho Kwong, W. B. Cornaby, P. M. N. da Silva, E. Abraham, A. Murdoch, S. E. Grimstone, J. Bell-Irving and R. E. MacDougall.

The notice convening the meeting and the auditors' report having been read.

The Chairman said:—Gentlemen, the Report and Statement of Accounts have been in your hands for some days and with your permission, I will, as customary, take them as read. As announced at our Annual Meeting held in October last, every effort has been made to expedite the closing of our 1920 Accounts and it will no doubt be gratifying to you that we are able to hold the Meeting this year some four months earlier than has been possible for some years past.

The period under review was marked by a general influx of tonnage into Far Eastern Waters. As a result, Charter rates, especially in the South, fell rapidly, whilst the entire prohibition of export of Rice from Bangkok and the periodical cessation of exports of Rice from Haiphong also contributed in keeping rates at a low level. In this connection it may be of interest to mention that whereas the highest rate from Saigon to Hongkong, which trade represents the pulse of the Southern Market, was 62 cents per picul in January, February 1919 and the lowest 25 cents in September, the highest rate reached in 1920 was 35 cents in January, February, declining as low as 7 cents in May and subsequently rising to 20 25 cents in July, remaining at that figure until the end of the year. In contra-distinction to a poor chartering market in the South, profitable rates were current in Northern trades throughout the year, and opportunity was taken to divert as much tonnage there as possible. Fortunately our regular lines both North and South secured satisfactory support and notwithstanding the heavy increased cost of running and maintaining the Fleet the financial result as a whole can, I think, be regarded with satisfaction.

Particular mention must be made of the fact that we have had to meet most increasingly severe competition from an entirely new source, viz. the vessels of the U. S. Shipping Board. In the past such tonnage was more or less confined to Ocean routes and inter-continental trades. It has now however entered into direct competition in some of the local domestic trades which have been built up and fostered by British Shipping interests over a long period of years. The operations of this gigantic national Steamship Organization are being watched with increasing anxiety by Shipping Companies in all parts of the World, and while it is fully recognized that the exigencies of War primarily gave birth to the American Mercantile Marine, still it was hoped that in the welcome days of peace, means would be found to operate same in such manner as would not put the financial resources of a nation against those of private shipping Companies, no matter their nationality. Unfortunately, as you are all too well aware there exists at present a shipping depression unparalleled in the commercial history of the world, so that it is impossible to gauge with any degree of accuracy to what extent private shipping interests will in normal times, suffer through this very one-sided conflict. The existing situation is however exercising the attention of Shipping Authorities all over the World and it is sincerely to be hoped that a way out of the difficulty may be found to the mutual satisfaction of all concerned.

NEW SHIPS.

The regrettable loss of the "Fausang" referred to last year further increased the necessity of acquiring new tonnage, and this matter has received the constant attention of your Directors. Advantage was taken of the opportunity at the end of the year, to acquire two ex-military steamers which were offered for sale by private tender, and which were considered, after inspection at Singapore, very suitable ships for our Coasting business. The vessels in question, the "Kwong Eay" and "Tao Pao" (now re-named the "Mingsang" and "Lee Sang" respectively) were, after undergoing usual surveys and overhaul delivered to us at Singapore on 27th January last and have already proved profitable acquisitions to our Fleet. In addition to these steamers, your Directors have for some time been anxious to secure a suitable timber carrier to replace the "Mausang" sold in 1919, and we have now purchased the s.s. "Yannis" a new vessel of similar size to the s.s. "Hin-sang." The s.s. "Yannis" arrived here last month and after the necessary alterations have been carried out to adapt her for the handling of heavy timber, she will be placed permanently on the Borneo run. With regard to the new steamers building at Home, details of which were furnished at our last Meeting, we are hopeful that these will be in commission by the Autumn of this year; unless the present industrial unrest should ordain otherwise.

YANGTZE TRADE.

My predecessor last year made reference to the anticipated important development of the Yangtze trade and of the steps it was then contemplated taking to cope with same and I am now pleased to inform you that definite contracts have been entered into with builders at Shanghai for the construction of a light draught river steamer suitable for the lower Yangtze; Hankow Ichang run; or the Lake trades. As regards the Ichang/Chungking steamer referred to at last Meeting after most careful consideration of all the peculiarities and requirements of branch of our Yangtze Organization, detailed plans of a thoroughly up to date steamer were discussed with Messrs. Yarrow & Co. and an Agreement has recently been entered into whereby that firm is to construct the vessel in question at Home, and ship her to Shanghai in sections, where she will be assembled and completed. The acquisition of a steamer for this trade was unavoidably delayed owing to the impossibility of exporting material and machinery for commercial purposes during the war. Such delay however, has allowed us to make complete arrangements for inauguration of our service including the supply of oil fuel and the seconding of a Master to special duty which allows him to study on the spot, the navigation of the dangerous route on which our new craft will ply. In this connection it is only fitting that I should make mention of the great loss all Steamship Companies interested in the Yangtze trade have suffered in the deplorable death of that wonderful pioneer and navigator Captain Plant. By his death we have not only lost an unfailing friend and adviser, but one whose whole life was wrapped in work of an arduous and dangerous nature and whose experience of the Upper River was unique.

THE TONNAGE MARKET.

As regards the tonnage market generally, the present position is somewhat extraordinary as, while second hand vessels can be purchased at such lower range of cost than has been current for some years, building prices still remain comparatively high. The Company last year, in order to hold its vital connections together, was obliged to contract at high prices for the actual minimum requirements, but it would now seem that the present depression in shipbuilding trades will allow of our acquiring further vessels which are essential to replace those whose lease of life is almost ended, at a figure which, with the assistance of our Building Reserve will bring the average cost of new tonnage as a whole to a satisfactory and economic basis.

THIS SHIPPING POSITION.

It will be remembered that at our last Annual General Meeting full information was given regarding

matters in dispute between the two large China Coast Shipping Companies and their Fleetings Staff, and I have now merely to inform you that no further action has been taken by either side. While on this subject, I would say that the continuing advanced cost of running the Fleet, which was serious enough in times of high rates, can now only be regarded with grave concern when freights have declined in many directions to pre-war quotations. While we are fortunate in being able to lay before you such a satisfactory report for 1920 working still it must be realised that the world-wide slump in shipping as well as industrial trade depression must, according to our previous experience, soon affect us here and this is borne out by recent poor earnings and falling off of business in certain directions. When it is remembered that India, the Straits and Japan are all in a state of commercial stagnation one cannot be regarded as a pessimist who holds the view that revenue from our principal line which operates between the places mentioned, must be seriously impaired. This is all the more unfortunate as competition is becoming more acute and, notwithstanding the undoubted bad times ahead of us, must be met in order to prevent further encroachment.

Situated as we are in close proximity to an important Maritime Nation like Japan it is only natural that in spite of the unprecedented amount of tonnage already laid up in Japanese waters, we should be beset by spasmodic attempts to cut into our long established China Coast trades, but while rates have had to be reduced to meet the opposition of subsidised intruders we are being loyally supported by our old constituents and though we may have to be content with reduced revenue during the time of competition, we do not view the future with alarm.

FINANCES.

Turning to the Report and Statement of Accounts you will note in the first place that as mentioned at the Annual Meeting last year all the Debentures have been redeemed and no longer appear in the Balance Sheet. The Fleet is now clear of all encumbrances.

Referring to the Balance Sheet it will be seen that Exchange Fluctuation Account has decreased by £261,207.12.10 due to our Floating Dollar Assets and Liabilities being converted at 3/12 the rate of Exchange ruling on the 31st December 1920, as against 4/10½ at the end of 1919.

As regards Special Repairs and Renewals Reserve, the £30,000 standing at credit of this fund last year has been absorbed in such extra work on vessels as could not be regarded as ordinary running repairs. As we still anticipate a continuance of such exceptional outlay especially in regard to a re-boiling scheme at present under consideration your Directors have deemed it essential to re-establish this fund and it will be noted that subject to your approval £50,000 has been allocated thereto.

A new Account this year appears in the Balance Sheet in the shape of an Equalisation of Dividend Fund, to which it is considered desirable to appropriate £30,000, in view of the great uncertainty of the future of shipping, as with continually increasing overhead charges, it is necessary to provide against lean years of working which may be ahead of us.

With reference to the statement made at our last Meeting by the Chairman in connection with the procedure to be adopted whereby steamers are covered in our Underwriting Account against particular Average losses, the result has been that this account would, in the ordinary course have been increased by some £57,347, bringing the total up to £436,574. The sensational fall in the market value of tonnage has, however, necessitated another revaluation of the Fleet for the current year, 1921, and while previously the Underwriting Account had to cover the difference between the insured value in Outside Insurance Companies and a figure nearly representing the replacing cost, there is no longer any necessity for this provision in the Underwriting Account as the values concerned have got more or less into line.

While the Underwriting Account will be relieved of responsibility of differences of values, it will still have to support the usual 5 per cent. of Total Loss Claims, this being Owners' Line, the remaining 95 per cent. being covered outside. The same Fund will also bear all claims falling under particular Average and be credited from steamers working accounts with an adequate premium in respect of such risk. Your Directors, in the altered circumstances, therefore recommend that the sum of £100,000, be transferred from Underwriting Account and that £50,000, of such amount be passed to the credit of Pension Fund referred to heretofore and £50,000, to Building Reserve Account. This will leave a balance at credit of Underwriting Account of £336,574.17/- a sum fully sufficient to meet any calls which are likely to be made upon it. Including the transfer referred to, Building Reserve Account now stands at £301,111.6 and this Fund will be partly used as required to assist in writing down the first cost of tonnage which had to be acquired during the period of high prices.

One of the more important matters which has had to be considered, especially in respect of the future welfare of the Company is the heavy outlay which will be required annually to meet the financial necessities of the Pension Scheme. Investigations go to show that on the present terms, a yearly provision of some £15/20,000, may have to be made, but no definite scheme has yet been adopted. Sufficient data however, has been collated to arrive at the estimate just mentioned, and in explanation of the considerable sum indicated I would say, that while the employees at present on pension are few, due to the pension scheme only quite recently having been adopted, it would seem from actuarial figures that each succeeding year, the tax on the Company will be of rapidly increasing proportions.

As regards investments, these in the usual course would have shown an increase of over £100,000, owing however to lower market values of Securities on the 31st December, it has been necessary to write off £22,898.68 as shown in Revenue Account.

The usual Depreciation has been written off the value of the Fleet which has been maintained at the Company's usual high standard of efficiency, though at heavy cost. With the exception of the unfortunate loss of the "Fausang" already referred to, there has been no casualty of a serious nature, and the thanks of the Company are due to the Floating Staff for good services rendered also to the Company's Superintendents at Hongkong and Shanghai and to other employees holding share appointment in various ports.

As there are no other matters of interest to refer to it now remains for me Gentlemen to propose the following resolution.

"That the Report and Statement of Accounts as presented, including the transfer of £30,000, to Equalisation of Dividend Account, £50,000, to Special Repairs and Renewals Reserve, the transfer from Underwriting Account of £100,000, divided equally between Building Reserve and floating Staff Pension Fund, also the payment of a final dividend on the Preferred Shares of 3/- and £2.10/0 on the Deferred Shares be adopted and that the sum of £3278/9/4 be carried forward to next year's accounts. The dividend on Shares on the Hongkong Register be paid at exchange 2/5½. As soon as this resolution has been passed I shall be pleased to answer any questions concerning the Report and Statement of Accounts, to the best of my ability.

The motion was carried unanimously. The confirmation of the appointment of Mr. H. P. White as director was confirmed on the motion of Mr. H. Birkett seconded by Lo Chung Shun.

On the motion of Mr. P. M. N. da Silva seconded by the Hon. Mr. Ho Fook the Hon. Sir C. P. Chater C.M.G. and Mr. H. P. White were re-elected as directors.

Messrs. A. R. Lowe and E. A. M. Williams were re-elected as auditors for the ensuing year, at a remuneration of \$5,000 on the motion of Mr. J. Bell-Irving seconded by Mr. A. Murdoch.

The chairman: That is all the business, gentlemen—thank you for attending. Dividend warrants are now ready and may be obtained on application.

ROBBED WHILE DRUNK.

\$10,000 PROMISSORY NOTE STOLEN.

A Chinese who admits that he was under the influence of liquor at the time, has informed the police that he was attacked and robbed of a white canvas belt containing \$1,964 in notes and two promissory notes for \$10,000, in the small hours of this morning while on his way from Shek Tong Chau to a Connaught Road Central boarding house where he was living.

A reminder is given of the organ recital to be given at St. John's Cathedral by Mr. Denman Fuller tomorrow night at 9.15, when the vocalist will be Miss Lawson.

The B. I. "Talada" left Singapore for this port on June 14 at a.m. and is due here on June 18.

TO-DAY'S ADVERTISEMENTS.

P. & O. BANKING CORPORATION LIMITED.

HOLDERS OF BEARER WARRANTS ARE HEREBY NOTIFIED that Coupon Number 1 should be presented through Bankers for dividend payable 15th June, at the rate of 5% per annum for 9 months less Income Tax.
Hongkong, June 15, 1921.

HONGKONG AUTOMOBILE ASSOCIATION.

MEMBERS are advised that the Capt. Supt. of Police has given permission for MOTOR VEHICLES to be left UNATTENDED in the following streets and places in KOWLOON.

- (1) Middle Road on the South Side.
- (2) Mody Road on the North Side between Nathan Road and Cornwall Avenue.
- (3) Cromwell Avenue on the West Side.
- (4) Salisbury Avenue.
- (5) Haiphong Road on the North Side.
- (6) Austria Road outside the Kowloon Cricket Club.

F. BEYINGTON,
Secretary.

Hongkong, June 15, 1921.

THE FAMOUS RUSSIAN LIGHT OPERA & OPERETTE CO.

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THEATRE ROYAL

Commencing on

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THE OPENING NIGHT

will be staged

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BLUE FUNNEL LINE.

S.S. "ANCHISES."

10,000 TONS G/R.

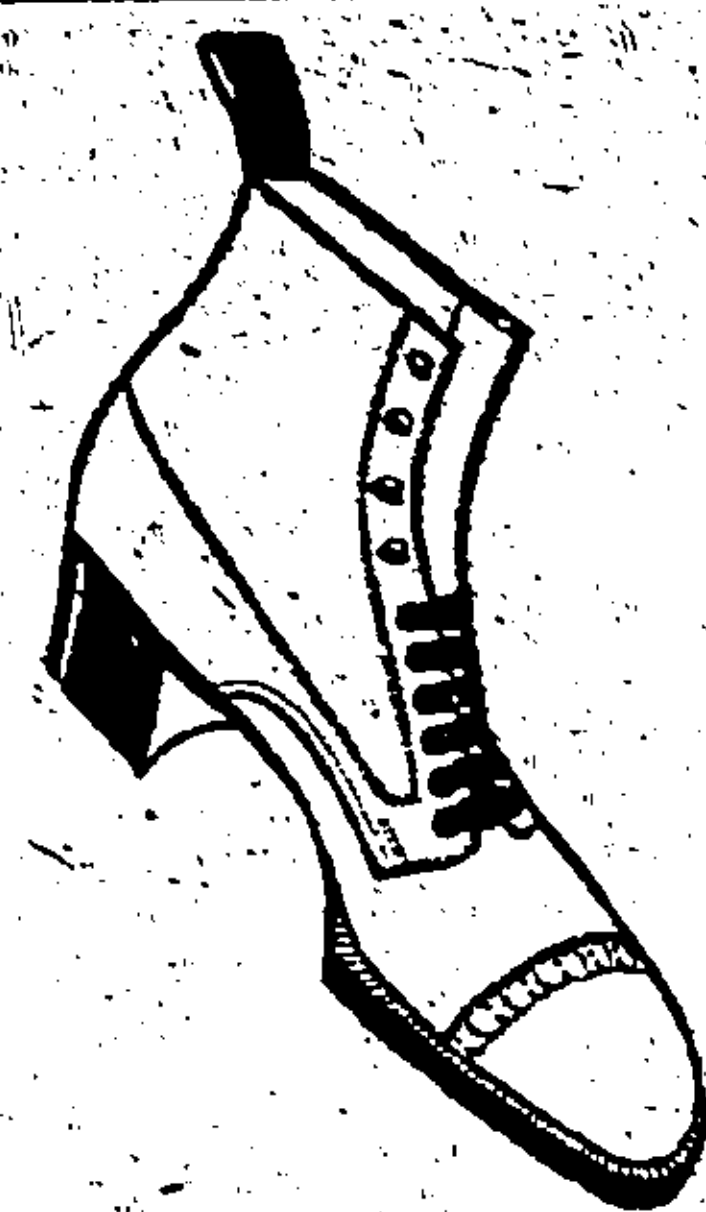
Will be despatched to SINGAPORE, at NOON, on 22nd June.

Excellent first class passenger accommodation.

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FINE FOOTWEAR.

IN LIGHT WEIGHTS
FOR SUMMER WEAR
IN THE LATEST
STYLES FOR

MEN,

WOMEN,

AND

CHILDREN.

WHITE CANVAS SHOES

WITH LEATHER OR "NEOLIN" SOLES.

TENNIS SHOES — GOLF SHOES

INSPECTION INVITED.

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COLUMBIA
GRAFONOLA

THE SUPREME
INSTRUMENT
OF MUSIC.

ANDERSON'S

(THE COLUMBIA SH. P.)

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A Cheap Lamp is
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Sailings - To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. from Canton daily at 2 a.m. (Sundays excepted) and 4 p.m.

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PIUMI having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

Via SINGAPORE, PENANG and COLOMBO.

S.S. "NIPPON" - Sailing on or about 17th June.

FOR SHANGHAI.

S.S. "CINCIA" - Sailing end of July.

Passengers Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

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LONDON, ANTWERP, ROTTERDAM & HAMBURG - Monthly direct service via Suez and Port Said.

SIAM MARU - Friday, 24th June.

BUENOS AIRES - Rio de Janeiro, Santos, Mauritius, Durban & Cape Town via Singapore. Passenger Service.

TACOMA MARU - Friday, 15th July.

BOMBAY & COLOMBO - Regular fortnightly service via Singapore.

KANAKO MARU - Wednesday, 29th June.

DELI & BANGKOK via SAIGON & SINGAPORE - Regular Monthly.

BUSHO MARU - Friday, 1st July.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE - Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA - Via Shanghai and Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ALABAMA MARU - Thursday, 16th June.

ARIZONA MARU - Wednesday, 30th July.

HAGUE MARU - Thursday, 23rd June.

NEW ORLEANS - Via SUEZ.

JAPAN PORTS - Shanghai, Yokohama and Kobe.

HAYBE MARU - Monday, 20th June.

SHIMAZU MARU - Sunday, 26th June.

REELING via SWATOW & AMOY - These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbor Office.

AMARU MARU - Sunday, 18th June.

TAKAO via SWATOW and AMOY.

SOSHU MARU - Thursday, 16th June.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager.

No. 1, Queen's Building.

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JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

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SAILINGS FROM HONGKONG.

"DEUCALION" - Via Suez Canal - 3rd July.

"CITY OF NORWICH" - Via Suez Canal - 15th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

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CHINA-AUSTRALIA MAIL S.S. LINE

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"VICTORIA" - 30th June.

For Freight and Passage, apply to:-

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CHINA NAVIGATION CO., LTD.

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AMOI, MANILA, CEBU & ILOILO. Sailing To-day at 4 p.m.

AMOI AND SHANGHAI. Sailing June 15 at 4 p.m.

SHANGHAI AND TIENTSIN. Sailing June 15 at 4 p.m.

AMOI AND SINGAPORE. Sailing June 15 at 2 p.m.

SHANGHAI & FUKUOKA. Sailing June 15 at 2 p.m.

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SHIPPING

CP&MS

HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NAGASAKI, (Moji) to YOKOHAMA, VANCOUVER & MONTREAL.

From Hongkong to Vancouver.

From Vancouver to Montreal.

From Montreal to New York.

From New York to London.

From London to Hongkong.

From Hongkong to Shanghai.

From Shanghai to Hongkong.

From Hongkong to Canton.

From Canton to Hongkong.

From Hongkong to Amoy.

From Amoy to Hongkong.

From Hongkong to Swatow.

From Swatow to Hongkong.

From Hongkong to Fookow.

From Fookow to Hongkong.

From Hongkong to Amoy & Fookow.

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From Amoy & Fookow to Hongkong.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

June 17 - P. & O. Dunera.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	12th June	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June at daylight	Singapore, Penang, Colombo, Bombay, Port Said, Mar- seilles and London
"DILWARA"	5,400	6th July	Singapore, Colombo & Bombay
"DYRA"	7,000	23rd July	MARSEILLES, LONDON & A'werp
"KALIAN"	8,000	6th Aug.	MARSEILLES, LONDON & A'werp
"KASHMIR"	8,000	19th Aug.	MARSEILLES, LONDON & A'werp
"KRYBER"	8,000	2nd Sept.	MARSEILLES, LONDON & A'werp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"TANDA"	6,856	17th June	Calcutta, via Singapore
"TAKADA"	6,949	23rd June	Penang and Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,600	26th June	Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne
"KANOWA"	1,000	25th July	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	19th June at Noon	Swatow and Amoy
"TORILLA"	5,500	20th June	Shanghai and Kobe
"DILWARA"	5,400	27th June	Shanghai only
"SYRIA"	7,000	28th June	Shanghai and Japan
"KALIAN"	8,000	5th July	Shanghai and Japan

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between
Singapore and Calcutta via Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Calcutta.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Company's and the Customs Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised. No
claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, and other matters, apply to—

MACKINNON, MACKENZIE & CO.

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NIPTON YUSEN KAISHA.

SEATTLE & VICTORIA OR VANCOUVER via Manila,
Keelung, Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omit Keelung) ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omit Manila) ... Tuesday, 12th July, at 11 a.m.
SUWA MARU ... Friday, 29th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU ... Friday, 24th June, at 11 a.m.
KAGA MARU ... Friday, 8th July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM
LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU ... First half of July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Friday 24th June.

TAKETOYO MARU ... Beginning of July.

SOUTH AMERICAN PORTS via Cape.

AWA MARU ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

CAICUTTA MARU ... Tuesday, 28th June.

CAICUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Wednesday, 2nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI KORE & YOKOHAMA.

RANGOON MARU ... Wednesday, 15th June.

YOKOHAMA MARU ... Thursday, 23rd June, at 11 a.m.

For further information apply to—

NIPTON YUSEN KAISHA.

Telephone No. 225.

BILLS OF LADING.

UNIFORM EMPIRE LAW ON CARRIERS' LIABILITY.

IMPERIAL SHIPPING COMMITTEE'S REPORT.

Following are extracts from the
report of the Imperial Shipping Com-
mittee, discussed in to-day's leading
article:

We find ourselves, therefore, in
this position, that, on the one hand,
the shippers submit to the insertion
of the clauses in question and yet,
through their organisations, generally
object to them, and, on the other hand,
the shipowners insert the clauses
and yet many of them, and perhaps
a majority, do not as a rule avail
themselves fully of the rights which
they so obtain. It seems to follow
from such a situation that there is, at
any rate, a prima facie case for legis-
lation in the sense asked for, and
that (as the Dominions Royal Com-
mission remarked in their Final Re-
port) such legislation would appear
likely to be a protection rather than
otherwise to such shipowners as
make it a practice to pay reasonable
claims.

It will be admitted, we think, there
are good general grounds, for obvious
economic reasons, for maintaining
as far as possible the rule that a con-
tractor should be responsible for the
negligence of his servants. All agree,
however, that there is no ground for
interfering with the shipowner's free-
dom of contract with regard to his
"navigation risks," and it is agreed
that it would make for simplicity
if he were also allowed to continue
to contract himself out of his
"carriage" risks, thus, in effect,
throwing upon the shipper's under-
writer the whole of the risks of every
kind. Such simplicity does not, how-
ever, under present conditions appear
to be attainable, for since pilferage
has become rife, underwriters, both
in London and Liverpool, have not
only refused to cover "risks of the
losses due to pilferage," their
object, it was explained to us, was to
make shippers more careful in pack-
ing, and shipowners more diligent in
supervising their servants.

We have considered the apprehen-
sions expressed lest the passing of

such legislation should operate to the
detriment of British trade in com-
petition with that of other countries
in which Bills of Lading can be issued
free from any such restriction. We
are inclined to think that the fear of
such foreign competition has little
substance. Our chief competitor
under present conditions is the United
States and there the Harter Act for-
bids contracting out. In Japan,
Articles 592 of the Commercial Code
provides that "the shipowner cannot
even by an express agreement be
exempted from liability for damage
caused by his own fault, or by the
bad faith of the gross fault of a
mariner or of any other person em-
ployed or by the unseaworthiness of
the ship." In France, Sweden and
Norway the present legal position is,
appears, very much as in the United
Kingdom, but there has long been and
still is, active pressure in France for
legislation on the lines of the Harter
Act; and in Scandinavia generally
the question of obtaining similar
legislation is being actively discussed.
According to the Report of the Do-
minions Royal Commission the largest
German Companies, as the outcome
of agreement between them and the
shippers, adopted before the War a
Bill of Lading which accepted on be-
half of the shipowners the carriers'
risks. Nor should it be forgotten
that in practice British shipowners
already pay a large part of the claims
made against them.

Uniformity.—The advantages of
uniformity in the shipping laws of
the several countries with the
British Commonwealth of Nations
are manifest. At present there is a
multiplicity of the subject of ship-
owners' liability in respect of carriers' risks
in Canada, Australia and New Zealand;
and there is no corresponding legisla-
tion in the United Kingdom, India,
South Africa, or Newfoundland.

An analysis of the three Dominion
Acts (and also of the Harter Act) is
attached as Appendix II. It will be
seen that they are far from uniform
in their provisions.

The chief difference between the
Australian Act and the rest of the
legislation is the provision of Section
(1) to the effect that in every Bill of
Lading there shall be an implied
warranty of seaworthiness at the be-
ginning of the voyage while the
other Acts are satisfied by the
exercise on the part of the shipowner
of due diligence to see that the ship
is seaworthy in every respect and is
properly manned, equipped and
supplied.

We would perhaps point out that
the difference in effect between the
exercise of due diligence and the
absolute warranty of seaworthiness
is that the former makes allowance
for defects which could not have
been discovered by the exercise of
ordinary care while the latter does
not. We think that the former is the
more reasonable requirement since the
principle that the shipowner should
not be liable for what is not within
his control is conceded in the matter
of navigation risks.

We think that the assimilation of
the Australian law on this point with
that of the rest of the Empire should
be part of the uniformity to be
effected.
(Continued on Page 10.)

SOMETHING DEPENDABLE.

DARRERA is always more or less
prevalent during this weather. Be
prepared for it. Chamberlains' Cough
and Diarrhoea Remedy is prompt and
effective. It can always be depended
upon. For sale by all Chemists and
Storekeepers.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUS-
TRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for
-Rangoon, Persian Gulf, Continental,
American and South African Ports.

THE Steamship "DUNERA"
Captain WALKER, carrying His
Majesty's Mails, will be despatched from
this Port on or about SATURDAY,
18th June, 1921, taking Passen-
gers and Cargo for the above Ports.

Silk and Valerian and Tea for Italy,
France and London (under arrangement)
will be transhipped at Bombay into the
Mail Steamer proceeding direct to
Marseilles and London.

Parcels will be received at this Office
until 3 p.m. the day before sailing.
The contents and value of all packages
are required.

For further particulars apply to—
MACKINNON, MACKENZIE
& CO.,
Agents.

Hongkong, June 6, 1921.



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Shanghai, Hongkong, Canton, Manila,
Singapore, Batavia, London, Paris,
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Local Address:—IWASAKI
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Agencies for:—The Mitsubishi Marine &
Fire Insurance Co.

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For Particulars, apply to—

S. KOMURA, Manager.

No. 14, PRINCE STREET, HONGKONG.

SHIPPING.

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AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers	Loading	For	Sailing
ALCHIBA	July	Amsterdam & Hamburg	1st July
BRILLW	August	Rotterdam & Hamburg	6th August
H. J. J.	September	Amsterdam & Hamburg	4th Sept.
TJIMANORE	October	Rotterdam & Hamburg	2nd Oct.

For full particulars please apply to—

JAVA CHINA JAPAN LYN,

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JAVA-PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN

Steamer	From	Expected on or about	Will leave on or about	For
S.S. "JISONDARI"	Java	end of June	end of June	SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have
accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points to the
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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
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Business hours: 10 a.m. to 5 p.m.

Hongkong, April 1, 1921.

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GREEN STAR LINE.

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TO LOS ANGELES & SAN FRANCISCO
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"West Coast" 17th June
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"West Iva" 23rd June

Also, cargo accepted for Transshipment at S. Francisco
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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
TENYO MARU	52,000	June 21st
KOREA MARU	30,000	July 1st
SHINYO MARU	32,000	July 16th
PERSEA MARU	3,000	July 24th
TAITO MARU	32,000	Aug. 13th
SIBERIA MARU	30,000	Aug. 27th

(Calling at Dairen and omitting Shanghai.)

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO

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TELEGRAMS BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
"CHOYO MARU"		July 19th

*Cargo only.

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Y. TSUTSUMI, Manager, King's Building, Tel. 3-4374 & 3-4375

Agents at Canton: Messrs. T. & G. GRIFFITH, LTD.

THE EAST ASIATIC COMPANY, LTD., COPENHAGEN.

The M.S. "PERU" will be sailing from Hongkong about
20th of June taking cargo for:—

Copenhagen, Christiania, Gothenburg and Hamburg.

For further particulars please apply to:—

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THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

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LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and
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COOK'S "FAR EASTERN TRAVELLER'S GAZETTE" containing

Sailings and Fares from the Far East to all parts of the World, will be

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HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

NEW TERRITORIES.

ANNUAL REPORTS.

THE NORTHERN DISTRICT.

INTRICATE VILLAGE FINANCE.

The report for the Northern District by Mr. D. W. Tratman, the District Officer is as follows:-

Mr. A. E. Wood was in charge of the district from January 1 till December 13, when he went on long leave and Mr. D. W. Tratman took over charge.

As in the previous year, money-lenders' associations or "wui" formed by far the greater proportion of the Small Debts Court work. The worst offenders were the people of Sham Wan and the neighbouring villages round Plover Cove, where liabilities in one "wui" appear to have been met by the most reckless bidding in others and even by the formation of new "wui" of a correspondingly increased fragility. Under such circumstances neither the promoter nor the members of the associations are at any pains to ascertain each other's financial status, all concerned being satisfied with the prospect of some ready money with which they may tide over their more pressing liabilities. This type of case is particularly vexatious on account of the strain which it imposes on the European Police who serve the Court as bailiffs. The assistance of the Court is rarely sought until the defaulters are both large and wilful and once the Court has set its hand to a "wui" it is expected to bring the defaulters to book at each successive drawing, with the result that quarter after quarter the police have to be called upon to execute fresh judgments against the same group of a dozen or more elusive debtors scattered over many miles of country, often at a very considerable distance from the Station. It would almost seem preferable to treat "wui" as gambling transactions not allowing of legal remedy; but on the other hand the whole life of the Territory is so deeply permeated by this type of finance that the general course of administration would at times be seriously obstructed by such a rule. An occasional application of the rule would be inequitable for the same reason, the sinner in one case being often sinned against in another and entitled to claim the exercise of the pressure applied to himself and so on indefinitely.

"VEGETARIAN HALLS."

The number of memorials registered was 3,607 as against 3,181 in 1919. The fees received as stamp duty amounted to \$2,435.60 as against \$1,964.90 in the previous year.

The erection of new houses and shops on the fish-pond reclamation

at Tai Po proceeded steadily and the demand for sites was found sufficiently strong to justify a further reclamation between the N. W. end of the Market and the stream. A large portion of this new ground is to be reserved for a public market.

The success of the Mong Tseng-Ping Shan reclamation revived the old scheme for a similar, but far larger, reclamation stretching from Shan Pui to Mai Po, roughly parallel with the San Tin-Ai Tan road. Negotiations were well advanced when the objections of the Kam Tin villagers to the arrangements for a supply of fresh water brought matters again to a standstill. Kam Tin suffers considerably from floods under present conditions and, not unreasonably, objects to the construction of any dam which would form even the smallest obstruction to the off-flow of storm water. It was finally agreed between the parties that a dam might be constructed in the river above the long bridge provided its top was not above the level of the surrounding marshland; but it is extremely doubtful whether such a dam can furnish the necessary supply of water and the whole project is therefore again postponed indefinitely.

One of the most remarkable features of the year has been the rapid growth of "chai tong" or vegetable halls. Five years ago these religious or quasi-religious establishments had practically no foothold in this district; now they are everywhere in parts within reasonable reach of the railway and main roads, Sha Tin, Tai Po, Fan Ling and Pat Heung each have several and are asking for more. Their promoters or managers are extremely secretive as to the objects of these enterprises, but it is sufficiently clear that they are designed chiefly to attract the well-to-do of Hongkong, particularly the womenfolk, and that the believers are not expected to come empty-handed. Pending a straightforward explanation of the sudden "boom" in these "halls" permission is being refused for all new establishments as well as for extensions to existing ones.

IV.-REVENUE.

The total revenue received from the Northern District during 1920 was \$144,974.82 as against \$148,583.71 in 1919. The chief falling-off was in respect of native liquors and is to be attributed to the high cost of the raw materials of distillation.

The cost of the District Office for the year was \$34,675.65.

GENERAL.

Crops.—The two rice crops were fairly good, being estimated at 80 per cent. The potato crop was very poor owing to frost at the end of the previous year. The sugar-cane crop on the other hand was exceptionally good.

Rice control.—The price of rice fell steadily, and by the end of the

year had returned to normal. The restrictions on the exportation of rice from the Territory were removed in September.

Crimes.—The more serious crimes reported included one case of murder and armed robbery, 11 cases of armed robbery, one case of armed robbery with kidnapping of children, 8 armed robberies on water and two attempts at armed robbery. Of organised crimes such as these a considerable proportion are undoubtedly planned within our own borders, although after the crime the gang usually makes for Chinese territory, and the chief factor in this unpleasant state of things is the large body of brick-makers, stone workers and similar labourers attracted from Wai Chau and other unsavoury parts by recent road-making and building activities. These men moving about from job to job, acquire a knowledge of likely victims which, as well as their active personal co-operation is always at the service of resident criminals who would otherwise be obliged to confine their efforts to much smaller enterprises. The difficulty of protecting the scattered villages of the Territory has been further increased by the general sophistication arising out of the War and the continual faction-fighting in the neighbouring parts of China. Not only are firearms very plentiful across the border, but large numbers of men have been trained to use them and realise their efficacy with the result that the repressive force of the individual policeman is greatly reduced.

Fire.—One serious fire occurred during the year at Sai Kung in a house occupied by a member of the Chinese police force. The fire spread with such speed that it was impossible to save an unfortunate girl aged 7 who was in the house at the time. Forestry, etc.—The results of our efforts to promote afforestation were not encouraging, heavy casualties being reported from the nurseries at Tai Lam and Wang Shan Keuk. In the latter case the damage was due to the ravages of deer, which despite careful fencing of cultivation and serious traps, are undoubtedly a nuisance in the more hilly parts of the district. Considerable damage was also done to crops near Ping Kong by a herd of wild pigs. An attempt was made to shoot some of these but they succeeded in escaping from their fair just ahead of the guns, fresh tracks being found on the crest of the ridge towards Wo Hop Shek. The herd was afterwards sighted near Wai Tan and is now probably in the ravines of Tai Mo Shan.

SOUTHERN DISTRICT.

The report for the Southern District by Mr. E. W. Hamilton, the District Officer, is as follows:-

Mr. R. A. C. North had charge of the office until February 9 and Mr. E. W. Hamilton acted from that date until the end of the year.

The title of the post has been changed during the year to "District Office."

Mr. Chan Kai-man, 5th Grade Clerk and Sheriff, was dismissed in May and Mr. Tsai Kam-tat was transferred from the Sanitary Department on June 4 to fill his post.

MAGISTRACY.

The District Officer sitting as Police Magistrate heard during the year 115 cases affecting 172 persons, 108 persons were convicted or bound over, 25 were discharged and 38 imprisoned.

SMALL DEBTS COURT.

115 cases were instituted during the year as compared with 176 in 1919 and 108 in 1918. Courts were held as usual in the District during the year. Many of these cases are brought rather to secure official record of the debt than to obtain immediate payment.

LAND OFFICE.

2,329 deeds were registered during the year as compared with 1,804 in 1919. This is again the highest number on record. Registration fees for 1920 were \$2,353.90 as compared with \$2,681.30 in 1919.

LIQUOR.

Liquor duties were collected in the Southern District during 1920 amounting to \$122,488.99. The total for 1919 was \$102,994.07.

GENERAL.

Crops were very fair during the year under review.

Trade varied considerably in different localities, but, as the number of small debts cases fell from 176 in 1919 to 115 in this year, it may be regarded as on the upward grade.

TAI O FISHING SEASON.

Tai O had a good fishing season. Considerably larger catches were reported and were disposed of at a

slightly enhanced figure. The crops which are grown for local consumption were also better than those of 1919. The Police Court cases showed a diminution, as did those in the Small Debts Court. In the market, the stalls were reasonably well let, and it seems to have found its economic level. As regards the salt pans, production decreased by some 8,000 piculs.

POPULARITY OF CHONG CHAU.

Chong Chau.—The fishing season was bad and the salt fish business and all trade suffered in consequence. The distilleries also had a very bad year, and revenue from them decreased by \$3,800. On the other hand, the development of the European Reservation brought a good deal of money into the island. The Quarry was let on more favourable terms, owing to building activities. Three more bungalows were built and the popularity of the place as a summer and week end resort increases. The health of the island showed a great improvement, 66 deaths only being recorded as against 128 in 1919. The Kai Fong area to be congratulated on their excellent work in the island's interest. They and it suffered a great loss in the death of Mr. Chu Fok, which took place during the year.

CASTLE PEAK ROAD SPEEDING.

Tsun Wan.—The crops of paddy were almost as good as last year, but the average price fell from \$5.75 to \$3.90 per picul. This however is higher than the average of earlier years. Pine-apples fetched 80 cents more per picul this year, and a good deal of land was opened for the growing of this fruit. Where the new plants begin to bear, there should be a large increase in the crop. The production of nut oil fell and its price dropped by no less than \$9.00 a picul. The price of lime rose, and at Ping Chau, a kiln re-opened and several applications have been made for land, to enlarge existing premises. The Castle Peak Road has proved extremely popular with motorists, but those who use cars should insist upon reasonable speeds.

Lamma.—The people pursue their usual quiet and prosperous course.

SUPERSTITIONS.

LUCK EGGS.

In Canada and in most of the rural sections of the United States the small eggs dropped by hens at the end of the laying season are called "luck-eggs" and it is customary to tell children in a half-lauding way that they are "rooster's eggs." Some of the more ignorant actually believe that they are rooster's eggs. In most sections it is believed that these small eggs should be kept in the house "for luck." But in parts of Pennsylvania and Ohio it is believed that in order to avert evil the cock's egg when found should be thrown over the house or barn, the thrower standing so as to throw it over his right shoulder.

The belief that these small eggs were cock's is exceedingly ancient. It was from such an egg that the fabled cockatrice was hatched—a monster which had the power of killing by a glance of the eye: which explains why, in some sections, the cock-egg is thrown over the roof and destroyed. The more general practice of keeping them in the house for luck comes from the high position held by the cock in ancient mythologies wherein he typified Mercury and was also an attribute of Abraxas, the Gnostic sun-god, the later form of Osiris and of Jupiter, according to Elworthy.

The cock's connection with the sun-god came originally, undoubtedly, from his custom of hailing the daily rising of the sun with his crow. As to his laying eggs primitive man knew his hens had stopped laying and when he found a small, round egg in the nest he in his childish logic, attributed it to the cock, the sun-god's bird, and considered it an amulet powerful for good. Keeping luck-eggs is merely a vestige of sun-worship.

SAFE, SURE, ALWAYS CURES.

Do not suffer from cramp colic or pain in the stomach when Chamberlain's Colic and Diarrhoea Remedy goes to the right spot, you get immediate relief. You cannot afford to be without it. For sale by all Chemists and Storekeepers.

SUPREME COURT.

REGISTRARS' ANNUAL REPORT.

INTERESTING STATISTICS.

The report of the Registrar of the Supreme Court Mr. H. A. Nisbet for 1920 is as follows:-

ORIGINAL JURISDICTION.

249 actions were instituted in this division of the Court during the year 1920, as against 231 in 1919. 136 were disposed of during the year, 46 being settled or withdrawn before trial, as against 138 and 51 respectively in 1919. Of the 56 cases which had been set down for trial, 28 were disposed of during the year. Two injunctions were granted during the year.

The amounts involved were \$5,310,729.1, Pounds 3,749 Indo China Currency, \$311,457.66 Gold U.S.A. Currency, 5,200 Tels and 121,800 Francs, against \$2,259,725, Pounds 2,005.68 and \$14,899.49 Gold U.S.A. Currency.

The debts and damages recovered amounted to \$588,102.94 and \$24,263.29 U.S. Currency as against \$604,792.68 in 1919. The fees collected amounted to \$12,699.25 as against \$12,811.65 in 1919.

IN PRIZE.

No action was instituted under the above head during the year.

Cargo and proceeds of sale of cargo brought to the Colony by the following vessels were condemned during the year:- S.S. "Yuen Sing", "Long Sang", "Demodocus", "Stentor", "Pyrrhus", "Gladius", "Pelus", "Nagoya", "Glenlyne", "Tjmanock", "Castlefield" and "Malay Maru".

SUMMARY JURISDICTION.

1,699 actions were instituted during the year as against 1,808 in 1919. The cases were disposed of as follows:- Settled or withdrawn 621, Judgment for the plaintiff 677, Judgment for the defendant 36, struck off, dismissed, or lapsed 44, and pending 321 as against 739, 686, 18, 7, 25 and 327 respectively in 1919.

The claims amounted to \$308,807.65 as against \$246,107.63 and \$429,000 in 1919 and the amounts recovered were \$120,490.35 as against \$158,223.93 in 1919.

The number of rent distress warrants issued was 678, representing unpaid rents amounting to \$50,702.74, of which \$17,211.59 was recovered, as against 762, \$54,190.14 and \$24,165.29 respectively in 1919.

487 warrants were withdrawn on settlement between the parties as against 565 in 1919.

The fees collected amounted to \$3,727.00 as against \$4,171.00 in 1919.

CRIMINAL JURISDICTION.

There were 71 cases and 102 persons committed for trial at the Criminal Sessions, as against 65 and 96 respectively in 1919.

The number of persons actually indicted was 100, of whom 81 were convicted and 19 were acquitted. Against 2 persons the case was abandoned. In 1919 the figures were respectively 94, 78, 16 and 2.

APPEALS JURISDICTION.

Four appeals were lodged during the year, two from the decisions of the Police Magistrates and two from the decision of the Chief Justice.

Of the two appeals from the decisions of the Police Magistrates both were dismissed. The appeals from the decision of the Chief Justice were also dismissed.

Leave to appeal to the Privy Council was granted in two actions, viz:- The Attorney General of Hongkong and the Castlefield Steamship Company, Limited v. Toong Yue (O. J. No. 33 of 1919); and Wong Lung-sang and Chan Tso-hing v. Fong Yung-chau (O. J. No. 193 of 1919), and also the Matter of the Tai Sun Insurance and Banking Company Limited (in Liquidation) (M. P. No. 33 of 1919).

Privy Council judgments in the following actions were received during the year, viz: Li Hong-mi v. The Attorney General of Hongkong and others (O. J. No. 172 of 1917), and The Kin Tye Loong v. The Wing Hang Hong and others (O. J. No. 89 of 1913). In the first case the appeal was allowed without costs and in the other the appeal was dismissed with costs.

ADULTERY JURISDICTION.

Four actions were instituted during the year. One was settled and the others are pending.

The fees collected amounted to \$438.95 as against \$588.30 in 1919.

BANKRUPTCY JURISDICTION.

30 petitions were filed, 18 being creditors' petitions and 15 debtors'

DAIRY FARM NEWS.

JUST RECEIVED

Gruyere Cheese - \$1.30 per lb
 Edam " - \$3.50 " ball
 Haddocks - .70 " lb.
 Kippers - .60 " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

CORRESPONDENCE.

TELEPHONE TROUBLES.

[To the Editor of the "China Mail,"]

Dear Sir,

Subscriber.—What number must I ask for to get 543 please?

My telephone is very often out of order and when apparently alright it takes a lot of trying before one can get on to a particular number. Judging by the complaints published, it looks as though this is not uncommon.

Thinking of the reasons why this service is so indifferent it struck me to enquire into the salary of a telephone operator. The figure mentioned to me was the same as my wash-aman gets. To be a telephone operator requires considerable patience and a fair level of intelligence, so I could hardly believe the figure given me!

In the Straits we used to assist the Telephone Company by raising a general subscription as a new year gift to telephone operators. A reprehensible practice but it might assist if what I hear of the telephonist's wage is correct.

Yours truly,

Hongkong, June 14, 1921.

The figures in 1919 were respectively 100 and 99, total 199.

The aggregate value of the estates was \$7,065,247.00 as against \$4,538,965.00 in 1919.

Probate and Estate Duties amounted to \$367,958.25 Court Fees to \$14,238.80, and Official Administrator's Commission to \$979.50. The figures in 1919 were respectively \$157,543.00, \$10,295.15, and \$1,157.33.

There were 80 Estates vested in or administered by the Official Administrator during the year, representing an aggregate value of \$127,514.87. The figures for 1919 were respectively 82 and \$132,860.85.

25 were wound up during the year, of the total value of \$18,732.16 as against 10 in 1919 of the total value of \$23,245.94.

25 new accounts were opened during the year amounting to \$13,885.18.

OFFICIAL TRUSTS.

The number of Trust Estates in the hands of the Official Trustees at the end of 1920 was 19 with Trust Funds amounting to \$86,461.58, as against 18 Estates aggregating \$85,830.33 plus certain house property, in 1919. None was wound up during the year. One new Trust was opened.

The amount of Commission collected was \$85.77 as against \$52.96 in 1919.

REGISTRARS OF COMPANIES.

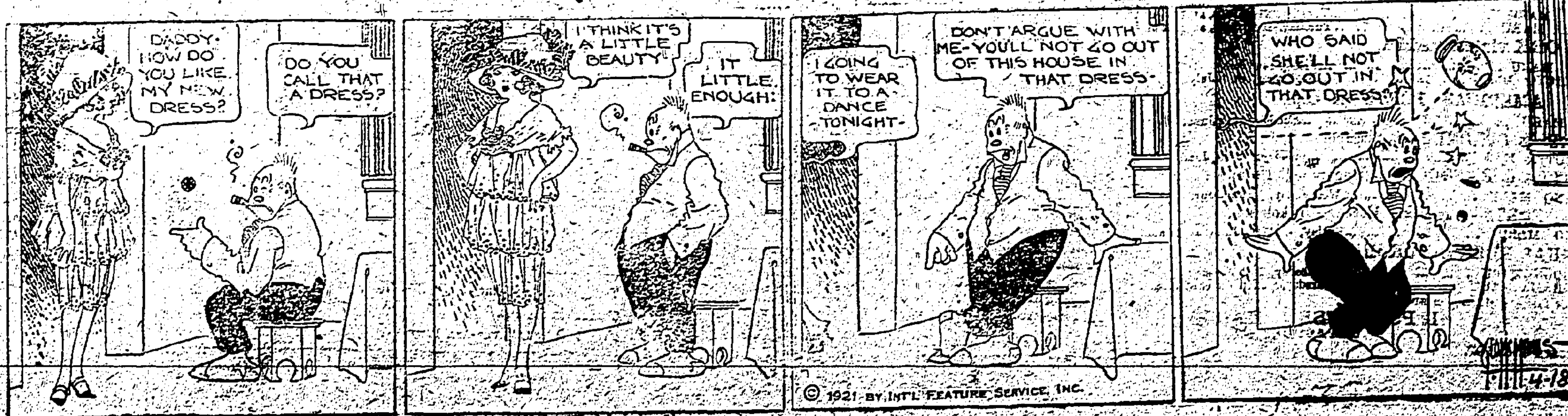
On December 31 there were 357 companies on the Hongkong Register, of which 22 were in course of liquidation. During the year 50 new companies were put on the Register and 16 struck off.

The fees collected in respect of "China" companies amounted to \$121,608.68 and those in respect of other companies to \$11,132.90.

Two firms were registered under the Chinese Limited Partnership Ordinance, 1911, and no firm was registered under the Limited Partnership Ordinance, No. 18 of 1912.

Deposits of the total value of \$421,000.00 have been made by

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

June 16.—O.S.K.	Foshu Maru.
17.—I.C.S.N.	Walshing.
18.—D.L.	Hailong.
19.—O.S.K.	Amakusa Maru.
20.—C.N.	Takaka.
21.—I.C.S.N.	Hingwang.
22.—D.L.	Hailong.
23.—D.L.	Hailong.
24.—D.L.	Hailong.

June 16.—O.S.K.	Foshu Maru.
17.—D.L.	Hailong.
18.—O.S.K.	Amakusa Maru.
19.—D.L.	Hailong.
20.—D.L.	Hailong.

June 17.—D.L.	Hailong.
18.—D.L.	Hailong.
19.—D.L.	Hailong.

SHANGHAI.

June 16.—C.N.	Sunshing.
17.—I.C.S.N.	Chongshing.
18.—I.C.S.N.	Yingchow.
19.—I.C.S.N.	Tungshing.
20.—C.N.	Sunshing.
21.—C.N.	Sunshing.
22.—C.N.	Sunshing.
23.—C.N.	Sunshing.
24.—C.N.	Sunshing.

TIENTSIN.

June 22.—C.N.	Hailong.
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WEIHAIWEI AND CHEFOO.

June 22.—C.N.	Hailong.
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NEWCHANG.

June 18.—C.N.	Hailong.
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TSINGTAO.

June 16.—I.C.S.N.	Chongshing.
17.—I.C.S.N.	Yingchow.
18.—C.N.	Sunshing.

PUKOW.

June 21.—C.N.	Sunshing.
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TAKAO.

June 16.—O.S.K.	Sunshing.
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KEELUNG.

June 18.—O.S.K.	Amakusa Maru.
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HAIPHONG AND HOIHOW.

June 16.—I.C.S.N.	Lo-shing.
17.—C.N.	Kaifong.
18.—I.C.S.N.	Takaka.

SAIGON.

June 22.—A.L.	Glymont.
23.—M.M.	Paul Lant.
24.—O.S.K.	Sunshing.
25.—C.N.	Cadaretta.
26.—A.L.	Lake Onawa.

SINGAPORE.

June 22.—C.L.	Glymont.
23.—A.L.	Lake Farrar.
24.—C.N.	Nile.
25.—O.S.K.	Bosho Maru.
26.—A.L.	Cadaretta.
27.—C.N.	China.
28.—A.L.	Lake Onawa.

BANGKOK.

June 16.—C.N.	Kalgan.
17.—I.C.S.N.	Mingang.
18.—O.S.K.	Bosho Maru.

PHILIPPINE ISLANDS, ETC.

June 15.—C.N.	Manning.
16.—I.C.S.N.	Yongshing.
17.—B.F.	Protestants.
18.—B.F.	Tecor.
19.—C.N.	Talibutins.
20.—C.N.	Nanting.
21.—B.F.	Yudang.
22.—B.F.	Protestants.
23.—B.F.	Ixon.

JAVA PORTS, ETC.

June 16.—J.C.I.L.	Tjikini.
17.—A.L.	Glymont.
18.—J.C.I.L.	Cadaretta.
19.—B.F.	Van Gloom.
20.—O.S.K.	Sunshing.
21.—A.L.	Cadaretta.
22.—J.C.I.L.	Tjikini.

INDIAN PORTS, ETC.

June 16.—J.C.I.L.	Tjikini.
17.—A.L.	Glymont.
18.—J.C.I.L.	Cadaretta.
19.—B.F.	Van Gloom.
20.—O.S.K.	Sunshing.
21.—A.L.	Cadaretta.
22.—J.C.I.L.	Tjikini.

CALCUTTA.

June 16.—I.C.S.N.	Yatshing.
17.—N.Y.R.	Pensang Maru.
18.—B.L.	Takaka.
19.—B.L.	Takaka.
20.—B.L.	Takaka.

BOMBAY AND COLOMBO.

June 15.—P. & O.	Dumera.
16.—N.Y.R.	Calcutta Maru.
17.—O.S.K.	Kasado Maru.
18.—P. & O.	Dumera.

AUSTRALIAN PORTS.

June 17.—A.O.	Taiyuan.
18.—N.Y.R.	Kasado Maru.
19.—A.O.	Victoria.
20.—N.Y.R.	Nikko Maru.
21.—A.O.	Kasado Maru.

SYDNEY AND MELBOURNE.

June 17.—A.O.	Taiyuan.
18.—N.Y.R.	Kasado Maru.
19.—A.O.	Victoria.
20.—N.Y.R.	Nikko Maru.
21.—A.O.	Kasado Maru.

FAR PORTS.

June 15.—N.Y.R.	Rangoon Maru.
16.—N.Y.R.	Nikko Maru.
17.—B.L.	Havre Maru.
18.—B.L.	Takaka.
19.—J.C.I.L.	Tjikini.
20.—N.Y.R.	Yokohama Maru.
21.—B.F.	Syria.
22.—P. & O.	Macassar Maru.
23.—N.Y.R.	Hongkong.
24.—P. & O.	Kalgan.
25.—B.F.	Takaka.
26.—B.F.	Takaka.
27.—B.F.	Takaka.
28.—B.F.	Takaka.
29.—B.F.	Takaka.
30.—B.F.	Takaka.

JAPAN ALLIANCE.

CHINESE PEOPLE'S VIEWS.

PROTEST FROM PROVINCES.

Peking, June 8.—It is reported semi-officially that the Government is being seriously embarrassed by the numerous telegrams from the provinces regarding renewal of the Anglo-Japanese Alliance. Many of these telegrams ask what action is being taken by the Government to prevent a renewal in which China is specifically mentioned. Several provinces suggest that a representative of China should be invited to attend the preliminary discussions, while others contend that if the Alliance is to be renewed, the text should be submitted to China in the event of China being mentioned. Nearly all the telegrams indicate that the provinces would be satisfied if no reference were made to China, in any form whatsoever.

AMERICAN PORTS.

Aug. 2.—P. & O.	Kyber.
11.—P. & O.	Ningchow.
16.—P. & O.	Somali.
Sept. 12.—P. & O.	Sardinia.
28.—P. & O.	Nore.
Oct. 10.—P. & O.	Karmala.

VANCOUVER.

June 15.—B.F.	Talibutins.
23.—C.P.O.S.	Empress of Russia.
13.—C.P.O.S.	Tyrolaure.
21.—C.P.O.S.	Empress of Japan.
18.—C.P.O.S.	Empress of Asia.
22.—C.P.O.S.	Empress of Russia.
24.—C.P.O.S.	Monteagle.
25.—C.P.O.S.	Talibutins.
26.—C.P.O.S.	Empress of Asia.
27.—C.P.O.S.	Empress of Japan.
28.—C.P.O.S.	Tyrolaure.

SEATTLE.

June 16.—O.S.K.	Alabama Maru.
20.—A.L.	Eldridge.
22.—S. & D.	West Virginia.
23.—C.N.	Keystone State.
24.—N.Y.R.	Rashida Maru.
25.—A.L.	Eldridge.
26.—O.S.K.	Arizona Maru.
27.—N.Y.R.	Weschook.
28.—N.Y.R.	Keystone State.
29.—A.L.	Keystone State.

SAN FRANCISCO.

June 17.—S. & D.	West Virginia.
21.—C.N.	Tenyo Maru.
22.—C.N.	Nanking.
23.—C.N.	Korea Maru.
24.—C.N.	Nile.
25.—C.N.	Shinyo Maru.
26.—C.N.	Persia Maru.
27.—C.N.	Kezador.
28.—C.N.	Taiyo Maru.
29.—C.N.	Siberia Maru.

PORTLAND.

June 15.—A.L.	Pawlet.
July 22.—A.L.	Coaret.

LOS ANGELES.

June 17.—S. & D.	West Virginia.
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VALPARAISO.

June 19.—N.Y.R.	Alta Maru.
20.—N.Y.R.	Alta Maru.
21.—N.Y.R.	Alta Maru.
22.—N.Y.R.	Alta Maru.
23.—N.Y.R.	Alta Maru.
24.—N.Y.R.	Alta Maru.
25.—N.Y.R.	Alta Maru.
26.—N.Y.R.	Alta Maru.
27.—N.Y.R.	Alta Maru.
28.—N.Y.R.	Alta Maru.
29.—N.Y.R.	Alta Maru.

NEW YORK.

June 23.—O.S.K.	Alta Maru.
24.—O.S.K.	Alta Maru.
25.—O.S.K.	Alta Maru.
26.—O.S.K.	Alta Maru.
27.—O.S.K.	Alta Maru.
28.—O.S.K.	Alta Maru.
29.—O.S.K.	Alta Maru.
30.—O.S.K.	Alta Maru.

SOUTH AFRICAN PORTS.

June 14.—O.S.K.	Tacoma Maru.
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EUROPEAN PORTS.

June 21.—L.T.	Nippon.
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MARSEILLES.

June 22.—M.M.	Paul Lant.
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LONDON.

June 22.—B.F.	Anchira.
23.—B.F.	Tyrolaure.
24.—G.L.	Glymont.
25.—O.S.K.	Siam Maru.
26.—N.Y.R.	Shinyo Maru.
27.—P. & O.	Dumera.
28.—G.L.	Glymont.
29.—N.Y.R.	Kasado Maru.
30.—B.F.	Leomedon.
31.—B.F.	Mentor.
32.—P. & O.	Syria.
33.—P. & O.	Kalgan.
34.—B.F.	Tecor.
35.—B.F.	Talibutins.
36.—P. & O.	Kashmir.
37.—P. & O.	Kyber.
38.—P. & O.	Somali.
39.—B.F.	Pyrrhus.

LIVERPOOL.

June 18.—B.F.	Oanta.
20.—B.F.	Poydamas.
21.—B.F.	Yanizze.
22.—B.F.	Aganem.
23.—B.F.	Enrypyia.
24.—B.F.	Ascandis.

HAMBURG.

June 24.—H.E.A.	Alchira.
25.—H.E.A.	Bayja.
26.—H.E.A.	Tilmavot.

COPENHAGEN.

June 20.—P.A.	Ruz.
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BANKS.

ASIA BANKING CORPORATION.

(AN AMERICAN BANK)

CAPITAL..... U.S. \$ 4,000,000

SURPLUS & UNDIVIDED PROFITS: ... U.S. \$ 1,489,000

HEAD OFFICE: NEW YORK.

BRANCH: SAN FRANCISCO.

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BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour.....	10 cents
Half hour.....	20 "
One hour.....	35 "
Three hours.....	60 "
Six hours.....	70 "
Day (8 a.m. to 6 p.m.).....	\$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour.....	0.60 cents
Three hours.....	\$1.00
Six hours.....	1.50
Day (8 a.m. to 6 p.m.).....	2.00

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour.....	\$0.15
Half hour.....	0.30
One hour.....	0.40
Two hours.....	0.60
Three hours.....	0.70
Six hours.....	1.00
Day (8 a.m. to 6 p.m.).....	1.50

IV.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes.....	5 cents
Quarter hour.....	10 "
Half hour.....	20 "
One hour.....	30 "
Two hours.....	50 "
Three hours.....	60 "
Six hours.....	70 "
Day (8 a.m. to 6 p.m.).....	\$1.00

Note.—If the vehicle be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Ridge Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour.....	5 cents
Half hour.....	10 "
One hour.....	20 "
Two hours.....	30 "
Three hours.....	40 "
Six hours.....	50 "
Day (8 a.m. to 6 p.m.).....	70 "

III.—Taipo Road.

Twenty cents shall be added for each extra hour, or part of an hour if the hire exceeds the journey to take longer than

0.4th mile—single—75 cents—1 hour—return—\$1.00—2 hours—return—\$1.50—3 hours—return—\$2.00—4 hours—return—\$2.50—5 hours—return—\$3.00—6 hours—return—\$3.50—7 hours—return—\$4.00—8 hours—return—\$4.50—9 hours—return—\$5.00—10 hours—return—\$5.50—11 hours—return—\$6.00—12 hours—return—\$6.50—13 hours—return—\$7.00—14 hours—return—\$7.50—15 hours—return—\$8.00—16 hours—return—\$8.50—17 hours—return—\$9.00—18 hours—return—\$9.50—19 hours—return—\$10.00—20 hours—return—\$10.50—21 hours—return—\$11.00—22 hours—return—\$11.50—23 hours—return—\$12.00—24 hours—return—\$12.50—25 hours—return—\$13.00—26 hours—return—\$13.50—27 hours—return—\$14.00—28 hours—return—\$14.50—29 hours—return—\$15.00—30 hours—return—\$15.50—31 hours—return—\$16.00—32 hours—return—\$16.50—33 hours—return—\$17.00—34 hours—return—\$17.50—35 hours—return—\$18.00—36 hours—return—\$18.50—37 hours—return—\$19.00—38 hours—return—\$19.50—39 hours—return—\$20.00—40 hours—return—\$20.50—41 hours—return—\$21.00—42 hours—return—\$21.50—43 hours—return—\$22.00—44 hours—return—\$22.50—45 hours—return—\$23.00—46 hours—return—\$23.50—47 hours—return—\$24.00—48 hours—return—\$24.50—49 hours—return—\$25.00—50 hours—return—\$25.50—51 hours—return—\$26.00—52 hours—return—\$26.50—53 hours—return—\$27.00—54 hours—return—\$27.50—55 hours—return—\$28.00—56 hours—return—\$28.50—57 hours—return—\$29.00—58 hours—return—\$29.50—59 hours—return—\$30.00—60 hours—return—\$30.50—61 hours—return—\$31.00—62 hours—return—\$31.50—63 hours—return—\$32.00—64 hours—return—\$32.50—65 hours—return—\$33.00—66 hours—return—\$33.50—67 hours—return—\$34.00—68 hours—return—\$34.50—69 hours—return—\$35.00—70 hours—return—\$35.50—71 hours—return—\$36.00—72 hours—return—\$36.50—73 hours—return—\$37.00—74 hours—return—\$37.50—75 hours—return—\$38.00—76 hours—return—\$38.50—77 hours—return—\$39.00—78 hours—return—\$39.50—79 hours—return—\$40.00—80 hours—return—\$40.50—81 hours—return—\$41.00—82 hours—return—\$41.50—83 hours—return—\$42.00—84 hours—return—\$42.50—85 hours—return—\$43.00—86 hours—return—\$43.50—87 hours—return—\$44.00—88 hours—return—\$44.50—89 hours—return—\$45.00—90 hours—return—\$45.50—91 hours—return—\$46.00—92 hours—return—\$46.50—93 hours—return—\$47.00—94 hours—return—\$47.50—95 hours—return—\$48.00—96 hours—return—\$48.50—97 hours—return—\$49.00—98 hours—return—\$49.50—99 hours—return—\$50.00—100 hours—return—\$50.50—101 hours—return—\$51.00—102 hours—return—\$51.50—103 hours—return—\$52.00—104 hours—return—\$52.50—105 hours—return—\$53.00—106 hours—return—\$53.50—107 hours—return—\$54.00—108 hours—return—\$54.50—109 hours—return—\$55.00—110 hours—return—\$55.50—111 hours—return—\$56.00—112 hours—return—\$56.50—113 hours—return—\$57.00—114 hours—return—\$57.50—115 hours—return—\$58.00—116 hours—return—\$58.50—117 hours—return—\$59.00—118 hours—return—\$59.50—119 hours—return—\$60.00—120 hours—return—\$60.50—121 hours—return—\$61.00—122 hours—return—\$61.50—123 hours—return—\$62.00—124 hours—return—\$62.50—125 hours—return—\$63.00—126 hours—return—\$63.50—127 hours—return—\$64.00—128 hours—return—\$64.50—129 hours—return—\$65.00—130 hours—return—\$65.50—131 hours—return—\$66.00—132 hours—return—\$66.50—133 hours—return—\$67.00—134 hours—return—\$67.50—135 hours—return—\$68.00—136 hours—return—\$68.50—137 hours—return—\$69.00—138 hours—return—\$69.50—139 hours—return—\$70.00—140 hours—return—\$70.50—141 hours—return—\$71.00—142 hours—return—\$71.50—143 hours—return—\$72.00—144 hours—return—\$72.50—145 hours—return—\$73.00—146 hours—return—\$73.50—147 hours—return—\$74.00—148 hours—return—\$74.50—149 hours—return—\$75.00—150 hours—return—\$75.50—151 hours—return—\$

MENTHOLATUM
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

SECOND TEST MATCH.

AUSTRALIANS WIN BY EIGHT WICKETS.

SOME BRILLIANT PLAY.

LONDON, June 14.

Play was resumed at Lords in cloudy weather. Five thousand spectators were present. The wicket was perfect. England made 283 runs, making 74 not out, his brilliant effort including ten fours. He played for a hundred minutes. He was missed by the wicket-keeper when he made nine. The Australians made 131 runs for one wicket. Bardsley made 63 not out, with confident play and fine cutting. Andrews made 49 ms. "The Australians won by eight wickets."

COUNTY MATCHES.

Surrey beat Warwick by five wickets; Yorkshire beat Leicestershire by six wickets; Somerset beat Derby by six wickets; Kent beat Sussex by 114 runs; Nottingham beat Lancashire by 177 runs; and Essex and Northants played a draw.

JAPANESE CROWN PRINCE.

COMING VISIT TO HOLLAND.

AMSTERDAM, June 14.

On the occasion of the coming visit of Prince Hirohito the newspapers publish articles of welcome expressing friendship for the Japanese and admiration for the manner in which Japan has assimilated the best part of western civilisation. They recall the ancient relations between the Netherlands and Japan and rejoice that the Japanese maintain friendship with the Netherlands and its colonies.

A PAR'S RECEPTION.

PARIS, June 9.

A reception was arranged by the Franco-Japanese Society in honour of the Japanese Crown Prince and Prince Kanin, a former pupil of a French military school. In reply to the President's address Prince Kanin recalled the fact that he spent ten happy years in France and eulogized the good work of the society which would make still more intimate the bonds between France and Japan.—Havas.

GERMANY'S ECONOMIC FUTURE.

LIKELY EFFECT ON OUR INTERNATIONAL TRADE.

LONDON, June 15.

Total Germany would gravely impair international trade if she was able to meet her obligations was the conclusion reached by Mr. Reginald McKenna, Chairman of the London Joint City and Midland Bank, addressing the Institute of Chartered Accountants on the subject of international debts. While Germany in 1914 was a creditor nation to the extent of a £1,300,000,000 she was now required to pay £6,750,000,000 in instalments up to £400,000,000 yearly. An export duty of 26 per cent. would constitute a bonus or preference in favour of Germany's invisible exports which would be further cheapened by low wages. If Germany were able to meet the next two years' liabilities she would thereafter be able to meet the demands and British trade would be mainly affected by a highly developed manufacturing and commercial power. Mr. McKenna thought there was method of making Germany contribute to the Allies' prosperity by sending the Allies raw materials which would necessitate the withdrawal of capital from manufacture.

JAPANESE AND SIBERIA.

INVASION NOT INTENDED.

LONDON, June 14.

In the House of Commons Mr. W. Lunn (Labour) asked whether the Government had made representations to induce Japan to refrain from invasion of Siberia. Mr. Cecil Harmsworth, Under-Secretary for Foreign Affairs, replied in the negative as the Japanese had no intention of invading Siberia. Commander Kenworthy asked what Japanese troops were doing at Vladivostok. Mr. Cecil Harmsworth replied that their presence here did not amount to invasion of Siberia.

DISARMAMENT TALK.

JAPAN READY FOR A CONFERENCE.

LONDON, June 14.

Replying to a question at a lecture on Japan at the National Liberal Club, the Japanese Ambassador, Baron Hayashi, said that he did not doubt that Japan's reply to any proposal by the American President for a conference regarding reduction of armaments would be favourable.

EXCHIEFER RETURNS.

FALLING RECEIPTS BELOW EXPENDITURE.

LONDON, June 14.

The Exchequer returns from April 1 to June 11 are as follows:—Receipts £167,500,000, and expenditure £238,250,000, compared with £272,500,000 and £252,000,000, respectively for the corresponding period last year.

UPPER SILBIA.

PARIS, June 9.

The exchange of views on the Upper Silbia is still proceeding between the French and British Co. in a spirit of perfect confidence and mutual goodwill.—Havas.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)		
"ANCHISES"	22nd June	London, Amsterdam & Antwerp
"LAOMEDON"	13th July	London, Rotterdam & Hamburg
"MENTOR"	19th July	London, Amsterdam & Antwerp
"TEUCER"	11th Aug.	London, Rotterdam & Hamburg
"TERESIAS"	16th Aug.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)		
"OANDA"	18th June	Mtles, Havre, Lpool & G'gow
"EURYDAMAS"	10th July	G'gow & Liverpool
"YANGTSE"	20th July	Mtles, Havre, Lpool & G'gow
"AGAMEMNON"	26th July	Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)		
"TYNDAROS"	6th July	Victoria, Seattle and Vancouver
"PROTEUS"	3rd Aug.	
"IXION"	24th Aug.	

NEW YORK SERVICE

(via Suez or Panama)		
"DEUCALION"	3rd July	via Suez

HOMEWARD PASSENGER SERVICE

"ANCHISES"	22nd June	for London
"MENTOR"	19th July	for London
"TERESIAS"	16th Aug.	for London
"ASCANUS"	30th Aug.	for Liverpool

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POST OFFICE NOTICES.

REGISTERED AND PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	For
THURSDAY, JUNE 16.	
EUROPE via Suez (Letters only London 12th May).....	Hongkong, Amoy, and Manila.
Shanghai, North China and Japan.....	Yingchow
FRIDAY, JUNE 17.	
Japan.....	Awa Maru
SATURDAY, JUNE 18.	
EUROPE via Suez (Newspapers only London 12th May).....	Shanghai, Amoy, and Manila.
Shanghai, North China and Japan.....	Yingchow
WEDNESDAY, JUNE 22.	
Shanghai, North China and Japan.....	Yingchow

OUTWARD MAILS.

For	For	Time
THURSDAY, JUNE 15.		
Philippine Islands, "Strada," & "Bangkok".....	M. S. D'Almeida	5 p.m.
Bangkok, Amoy, and Manila.....	Deon Ramon	5 p.m.
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
FRIDAY, JUNE 16.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
SATURDAY, JUNE 17.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
SUNDAY, JUNE 18.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
MONDAY, JUNE 19.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
TUESDAY, JUNE 20.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
WEDNESDAY, JUNE 21.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
THURSDAY, JUNE 22.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
FRIDAY, JUNE 23.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
SATURDAY, JUNE 24.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
SUNDAY, JUNE 25.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
MONDAY, JUNE 26.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
TUESDAY, JUNE 27.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
WEDNESDAY, JUNE 28.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
THURSDAY, JUNE 29.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.
FRIDAY, JUNE 30.		
Shanghai, North China and Japan.....	Amoy Maru	5 p.m.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

BIG FIGHT BETTING.

ODDS IN FAVOUR OF DEMPSEY.

NEW YORK, June 14.

The odds on the Dempsey-Carpentier fight vary from 5-2 to 3-1 in favour of Dempsey, though in some cases they are as high as 7-2, but little money is available.

NEW FRANCE MINISTER AT PEKING.

PARIS, June 14.

M. Fleuriat, former Counselor at the Embassy in London, has been appointed Minister at Peking.

CANADA'S PREMIER IN LONDON.

LONDON, June 14.

The Canadian Premier, Mr. Meighen has arrived to attend the Imperial Cabinet meeting.

AFGHAN MISSION IN FRANCE.

PARIS, June 9.

An Afghan mission has arrived to study French institutions.—Havas.

VIOLIN AND PIANO.

CITY HALL RECITAL.

MESSRS. SIRODO AND ORF.

Both accomplished artists, Mr. Vladimir Sirodo, violin virtuoso, and Mr. Harry Orf, pianist-composer, gave a recital of musical merit and exceptional enjoyment to a large gathering of local music-lovers in the Old Chamber of Commerce Room at the City Hall last evening. The warm applause that bespoke the keen appreciation of the audience attested well the success of the recital. These two talented artists are to give on Friday night, June 18th, a recital of their respective instruments, each displaying a rare power of expression and skill of technique. The programme was opened by Mr. Sirodo with I. S. Bach's "Chaconne for violin alone," which he interpreted with the same fine discrimination that later brought out the charm of Liszt's "Gavotte," the grace of Dussak-Burmester's "Dance in Olden Style," and the tripping sweetness of Gossak's "Tambourin." In the second half of the programme, Mr. Sirodo created a deep impression by his playing of "Ambrosio's 2nd. Violin Concerto, opus 51," Tschai-kovsky's "Serenade Melancholic," "Slavonic Dance G. Minor" (Dvorak-Kreisler), and S. Palmgren's "May Night," the enthusiasm of the audience culminating in the ovation with which it greeted his interpretation of Wieniawski's "Polonaise No. 1."

Mr. Harry Orf, who submitted one of his own compositions, "Poeme," which was received with cordial approval, distinguished himself by his fine interpretation of the difficult "32 Variations in C. Minor" (Bachowen), the beautiful "Gavotte A. Major" (Gluck-Brahms) and the spirit of "Soiree Vienne D. Major" (Schubert-Liszt). He further proved his skill by his admirable treatment of the contrasted "The Snow is Dancing" (Debussy), "Pas-sacaglio" (Cyril Scott), "Valse Op. 38" (Scriabin), and Komarinsky's Russian Dance" (Gluck-Brahms).

KINEMA NOTES.

CORONET THEATRE.

If you would be chased by man-eating tigers, tied to a wild elephant, pursued by cannibals, rescued from quicksands, captured by bandits, and experience many other equally thrilling adventures, then go to the new Kowloon Kinema to-night and see the latest episodes of the sensational "Lost City." At the Coronet to-night Masterlinck's famous fairy tale "The Blue Bird" will be screened along with a "Snub" comedy and the usual attractions.

THE HONGKONG THEATRE.

Today's new programme at the Hongkong Kinema Theatre has for its chief attraction a Paramount 5-part emotional drama entitled "Dancing Girl," by Henry Arthur Jones, the famous writer of film stories. Miss Florence Reed is featured in the title role. Supporting the drama will be a 2-part Triangle comedy, "The Lady Drummer," which is full of fun.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Hydrangea," Captain Jenkins, 561 tons, arrived this morning at 7.44 from Swatow with 100 tons of general cargo and 2 bags of mail.

DEPARTURES.

The s.s. "Aquila," Captain Bechtel, sailed for Singapore at 5 a.m. to-day with 300 tons of general cargo. The s.s. "Loksang," Capt. Mattock, sailed for Haiphong via Hongkong at 8 a.m. to-day with 100 tons of general cargo. The s.s. "Suisan," Capt. Fraser, sailed for Saigon at noon to-day with 800 tons of general cargo. The s.s. "Halvard," Capt. Johansen, sailed for Singapore at 2 p.m. to-day with 800 tons of general cargo. The s.s. "Tellybuis," Captain Wilkinson, sailed for Vancouver via Kuchinotsu at 4 p.m. to-day with 1,200 tons of general cargo. The s.s. "Taming," Capt. Milne, sailed for Manila at 4 p.m. to-day with 500 tons of general cargo.

CLEARANCES.

The s.s. "Kanyingfat," Chl. cleared to-day and will sail for Hongkong at daylight to-morrow. The s.s. "Kai Maru," Japan, cleared to-day and will sail for Buru via Singapore at daylight to-morrow. The s.s. "Rangoon Maru," Japan, cleared to-day and will sail for Kobe via Shanghai at 6 a.m. to-morrow. The s.s. "Soshu Maru," Japanese, cleared to-day and will sail for Takao via Swatow at 10 a.m. to-morrow. The s.s. "Suisan," British, cleared to-day and will sail for Shanghai via Amoy at 10 a.m. to-morrow.

ENTERTAINMENTS.



AT 7.30, 8.15, 7.15 AND 8.15	AT 8.30 & 9.15
FOR TWO NIGHTS ONLY!	FOR ONE NIGHT ONLY!
MASTERLINCK'S MASTERPIECE "THE BLUE-BIRD"	"THE LOST CITY"
ROLIN COMEDY.	SNUB COMEDY.
PAINE REVIEW.	British Gazette.
THE CORONET	THE KOWLOON

TEL. 2511. HONGKONG THEATRE. TEL. 2511.

TO-NIGHT! TO-NIGHT!

FLORENCE REED

"THE DANCING GIRL"

A Paramount Special.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

IMPERIAL AIR ROUTES.

LONDON, June 14th. A White Paper has been issued giving the Air Ministry report on civil aviation. It says that commercial flying in Great Britain was at its lowest ebb during the six months to March 1929, but had substantially improved since. Subsidies had been introduced for the development of Imperial air routes and progress had been made. A bill was being prepared for an aerodrome at Malta. Arrangements were being made with the Sudan Government for the upkeep of aerodromes on the Cape-to-Cairo route. The main trunk route will be prepared in India between Rangoon and Bombay, and Calcutta and Allahabad.

TROPICAL DISEASES.

LONDON, June 14th. Dr. Vincent (a director) and two members of the Rockefeller Foundation are in London conferring with representatives of the Colonial Office on the subject of tropical diseases. It is hoped that the Foundation will assist further research work by means of grants. Mr. Churchill, President of the Government dinner, at the Carlton Hotel, in honour of the visitors.

BELFAST RIOTS.

LONDON, June 14th. Riots were reported in the crowded streets of Belfast to-day, and troops were compelled to disperse the riotous mobs by firing volleys.

BILLS OF LADING.

(Continued from Page 7.)

We have, as stated above, consulted the Canadian, Australian and New Zealand Governments in regard to the success or otherwise of their legislation and their replies are to the effect that there is general satisfaction in all these Dominions with the way in which the several Acts have operated. Moreover, in each of these Dominions there is a tendency to press for the extension of the existing law either to inland shipments or in some other way. It is hardly necessary to point out what difficulties would arise if any Dominion sought in their way to apply its own law to the Bills of Lading issued elsewhere. It is evident that uniformity throughout the Empire would secure the object in a much better way so far as Inter-Imperial trade is concerned.

We attach weight to the advantage of uniform law on this subject throughout the Empire. Imperial Considerations.—A greater boon to the British Commonwealth than uniformity in the laws of its several parts though this is in itself no mean aid to solidarity, would be the removal of that discontent on the part of shippers in regard to shipping conditions generally which undoubtedly exists, more especially in the Dominions. Though the majority both of shippers and shipowners must recognise on any far-sighted view that their interests are not divergent, yet there must always be occasions for disagreement between the two, and it would appear that the character of these disputes in Bill of Lading has served as a rallying point for discontented shippers.

Conclusion and Recommendations.—As the result of the considerations outlined above under the three several heads we have come unanimously to the following conclusion:—

(i) That there should be uniform legislation throughout the Empire on the lines of the existing Acts dealing with shipowners' liability, but based more precisely on the Canadian Water Carriage of Goods Act, 1910, subject to certain further provisions in regard to—

(ii) exceptional cases in which goods should be allowed to be carried by shipowners at owner's risk;

(iii) the precise definition of the physical limits to the shipowner's liability;

(iv) the fixing of maximum values for packages up to which shipowners should be liable to pay.

We make the Canadian Water Carriage of Goods Act, and not the Harter Act which it closely resembles, the basis of our recommendation because it embodies the latest experience. It was passed in 1910 whereas the Australian Sea Carriage of Goods Act was passed in 1904 and the New Zealand Shipping and Seamen Act, certain sections of which deal with shipowners' liability, was passed in 1903. The Harter Act was passed in 1893.

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